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TRANSPORT TASMANIA ANNUAL REPORT 1987-88

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Tasmania Australia
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HOBART 7001

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Transport Tasmania's head office in Hobart.

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LAUNCESTON 7250
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DEVONPORT OFFICE
31 King Street
DEVONPORT 7310
Telephone: (004) 244 133

BURNIE OFFICE
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BURNIE 7320
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TT-LINE

Melbourne Terminal
Station Pier
PORT MELBOURNE 3207
Telephone: (03) 645 2766
Telex: 151684
Fax: (03) 646 3867

Devonport Terminal
EAST DEVONPORT 7310
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Accounts
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HOBART 7000
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KING ISLAND SHIPPING SERVICE

Stanley Office
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STANLEY 7331
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or (004) 581 201
Fax: (004) 581 113

King Island
C/- McKenzie Agencies
GRASSY 7256
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PORT MELBOURNE 3207
Telephone: (03) 646 1825
Fax: (03) 646 5360

BRUNY ISLAND FERRY SERVICE

Timetable Information: (002) 389 363
General enquiries: (002) 389 311

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TRANSPORT TASMANIA, ANNUAL REPORT
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Transport Tasmania

Transport Tasmania is the corporate name adopted by the Transport Commission. Its aims are to develop, maintain and encourage safe, reliable and efficient transport services within, and to and from, Tasmania (other than transport by rail or services provided by the Metropolitan Transport Trust), and to administer the Traffic Act 1925.

Cover

To mark the Bicentenary a special commemorative number plate was designed. Over 5,000 sets were sold during the year.

TRANSPORT TASMANIA ANNUAL REPORT 1987–88

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TRANSPORT TASMANIA

1 Collins St., HOBART
31 October 1988

Hon N.C.K. Evers MHA
Minister for Transport
HOBART

Dear Minister

I have pleasure in submitting the Annual Report of Transport Tasmania for the year ending 30 June 1988.

The year has proven to be a watershed period for Transport Tasmania with the rationalisation of our activities and the commencement of new strategies to cope with future change. In doing so Transport Tasmania has increased both its productivity and effectiveness in delivering services. It is gratifying to report that the challenge to achieve better results with fewer resources has been met with a positive attitude by both staff and unions alike.

All Divisions have performed admirably during the year and I take this opportunity to express my appreciation to each and every employee for his or her contribution.

The transfer of PTA Engineering from public to private ownership on 1 July 1988 has provided the workshop's highly skilled and motivated workforce with the opportunity to further enhance Tasmania's reputation as a producer of high quality, value added products. That the changeover occurred without disruption was due in no small measure to the resolve of both management and unions to arrive at a mutually acceptable basis on which the rights of the employees would be protected. I thank all who were involved in the negotiations and wish the new owner the very best of success.

It would be remiss of me to conclude without thanking you, Mr Minister, for the support you have given me and my Deputy, Neil Aplin, throughout the year.

Yours sincerely

A. J. Pedder
Commissioner

Left to Right, W.N. Aplin, A.J. Pedder and Hon N.C.K. Evers.

DIRECTIONS AND ACHIEVEMENTS

Directions

During the year Transport Tasmania vigorously addressed its principal mission, to further improve the efficiency of transport in Tasmania. Key actions in this direction included the following:

- Significant steps were taken to restructure the regulatory environment in which road transport operates. A reduction in the number of traffic areas from 8 to 3 will enable goods vehicle operators to achieve increased flexibility.
- The abolition of ancillary licences for all vehicles under 12 tonnes was progressed to the stage where implementation will occur in the new financial year, 1988/89.
- Comprehensive reviews of licensing arrangements for carts and taxis were commenced with a view to promoting more flexible and less regulated market entry.
- Substantial investigations into future options for the servicing of King and Bruny Islands were undertaken. It is anticipated that decisions on the scope and nature of the future operations will be determined early in the new financial year 1988/89.
- A detailed feasibility study of the future options for replacing "Abel Tasman" was commenced during the year. The results of this work are scheduled to be provided to Government early next financial year.
- A comprehensive study of the problems and prognosis for the log haulage industry was circulated to industry for comment in June.
- The PTA Engineering facility was transferred to the private sector. This transfer was completed with the retention of most of the skilled workforce and should result in increased manufacturing output for the State.

Notable Achievements

- A revolutionary targetted traffic enforcement program developed in conjunction with Tasmania Police proved a major success in influencing driver behaviour using only limited enforcement resources.
- Road safety campaign launches including the bicycle helmet promotion were well received. The State's road toll per registered vehicle was the equal lowest for 10 years.
- Transport Tasmania presented substantial submissions to major transport inquiries conducted by the Inter-State Commission and Industries Assistance Commission. The contents of these submissions were often favourably cited in the Commissioners' findings as valuable contributions to the issue.
- One of the Commission's assistant engineers developed a technical solution to catastrophic electrical surge problems in computer peripherals. The work has been widely published and adopted by the industry.
- A comprehensive and analytical approach to reviewing the impacts of workers' compensation claims has seen a reduction in costs to Transport Tasmania. At the same time, strenuous efforts have been made to develop preventative solutions to the problem of work related injuries. Transport Tasmania is intent on ensuring that the physical well-being of its staff is given the highest priority.
- The Minister for Transport launched a special Bicentenary number plate. Over 5,000 were purchased yielding a nett profit of around $30,000.
- The "Abel Tasman" carried over 180,000 passengers for the third year in a row as well as a record 10,738 freight units.
- Successful negotiations were carried out with Australian Airlines, leading to the introduction of interstate charter flights to be managed by Tourism Tasmania.

Statistical Review

General Statistics

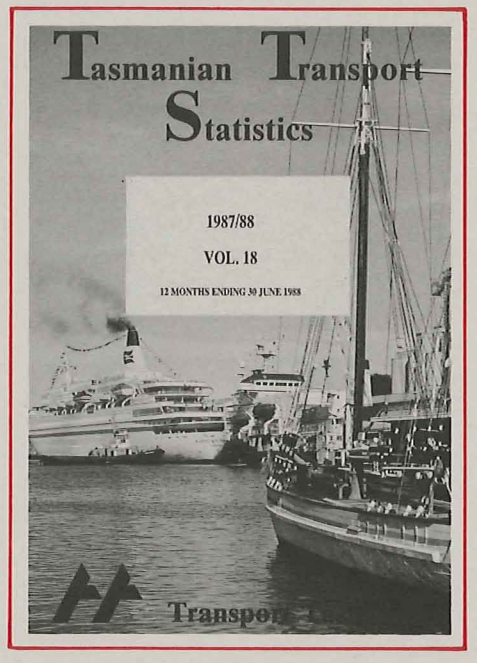
	1984/85	1985/86	1986/87	1987/88
Transport Tasmania				
Staff employed — total employees	702	809	803	760
- Total full time equivalents	N/A	734	727	684
- Core activities	496	433	408	406
- PTA Engineering	83	82	79	77
- TT-Line (Service commenced 1/7/85)	123	220	243	238
- Other marine (included in core activities prior to 1986)	—	74	73	39
Motor Vehicles				
Registrations (1985 detailed breakdown not available)				
- New motor vehicles registered	18,571	16,780	11,873	11,005
- Total current registrations	322,118	327,943	334,467	340,263
- Cars, station wagons	N/A	204,186	207,276	209,635
- Utilities and vans	N/A	40,329	41,645	42,145
- Trucks	N/A	16,838	17,362	17,839
- Buses	N/A	1,722	1,787	1,847
- Other powered vehicles	N/A	284	294	304
- Motorcycles	N/A	6,247	6,051	5,816
- Trailers, Caravans, etc	N/A	58,337	60,052	62,677
Motor Vehicles Securities Register				
- vehicles on register	35,942	41,354	47,112	49,111
- securities register inquiries	7,651	23,509	35,767	36,735
- securities register certificates	—	6,987	8,181	9,119
Vehicle Inspections				
- total	85,118	86,063	79,334	69,652
- passed	69,202	64,543	64,497	56,800
- %	81%	75%	81%	82%
Drivers' Licences				
Licences				
- current basic and provisional	256,321	261,653	266,532	269,831
Disqualifications				
- total	8,217	8,703	8,179	7,869
- drink driving	4,718	5,225	4,657	4,888
- demerit points	1,934	1,983	2,089	1,729
- other offences	1,565	1,495	1,433	1,252
- restricted drivers' licences	1,212	1,194	1,211	1,152
Motorcycle Rider Training Scheme				
- courses	438	508	467	442
- passes	1,579	1,763	1,578	1,531
Public Vehicles (due to new licensing procedures 1988 figures do not correlate with existing figures for past years)				
- Cabs and Hire cars	—	—	—	472
- Hire and drive	—	—	—	2,750
- Coaches and Omnibuses	—	—	—	1,050
- Ancillary (incl trailers)	—	—	—	6,234
- Cart (incl trailers)	—	—	—	5,835
- Carrer	—	—	—	229
- Aircraft	—	—	—	71
- Other	—	—	—	21
- Total	—	—	—	16,662

	1984/85	1985/86	1986/87	1987/88
Road toll				
- total fatalities (12 month calendar year)	78	91	77	N/A
- drivers	41	38	34	N/A
- passengers	19	23	25	N/A
- pedestrians	11	21	11	N/A
- motorcyclists	7	9	6	N/A
- pedal cyclists	0	0	1	N/A
Bruny Island Ferry				
- Voyages	6,784	6,890	6,906	6,920
- Vehicles	76,838	89,078	84,896	87,622
Straitsman (service operated by Brambles in 1986 and 1987)				
- Voyages	302	164	149	332
- Cargo (tonnes)	68,336	62,997	63,545	68,743
- Livestock (head)	30,547	20,801	13,353	43,883
Abel Tasman				
- Voyages	N/A	313	313	302
- Passengers	N/A	188,679	180,998	183,197
- Vehicles	N/A	47,936	48,334	49,095
- Freight (TEUS)	N/A	5,751	10,110	10,738

TASMANIAN TRANSPORT STATISTICS

These statistics are a summary of Transport Tasmania's activities. A supplementary publication, "Tasmanian Transport Statistics" contains more details on activities and extensive statistics of all aspects of transport in Tasmania. "Tasmanian Transport Statistics" is now issued on an annual basis. Volume 18, covering the 12 months to June 1988, will be released in conjunction with this annual report.

In addition to the printed version of "Tasmanian Transport Statistics" the Economic Planning and Research Division maintains a computerised database of transport statistics and offers a telephone information service. Detailed statistics on any mode of transport can be obtained by calling the Manager, Information Services, Bert Elson, on (002) 389 292.



Financial Performance

1. Summary of Trading Results

1986/87 $	Transport Commission Loss	1987/88 $
6,188,258	Income from commercial operations	6,893,957
3,597,410	PTA Engineering	2,779,139
968,436	Other revenue	820,363
10,754,104	Total Revenue	10,493,459
	Operating Expenses, Interest, Depreciation and other Charges	
9,484,337	Operating expenses	11,268,608
6,026,819	Transport Tasmania administration	5,923,796
1,405,290	Interest & depreciation	1,385,429
—	PTA Engineering abnormal costs	1,124,772
16,916,446		19,702,605
6,162,342	Net Loss	6,704,055
	Additional PTA Engineering	2,505,091

2. Other Income and Expenditure

7,174,349	Income allocated to traffic engineering, motor registry, road safety and research activities	7,652,097
7,016,980	Expenditure, above functions	7,628,304
157,369	Surplus	23,793

3. Taxes and Other Funds Collected

44,115,102	Taxes and fees (less refunds)	47,626,387
37,636,772	Motor Accident Insurance Board Premiums	39,853,687
81,086,156	**Total**	87,480,074

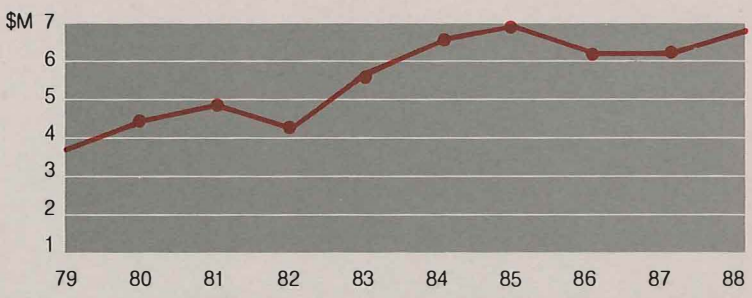
4. TT-Line

	Income From —	
20,296,909	Passengers & vehicles	22,442,414
14,653,764	Other income	16,064,369
34,950,673		39,797,783
	Operating Expenses, Interest and Other Charges	
13,153,025	Administration and other costs	14,541,684
17,445,913	Ship Operating Costs (incl insurance)	18,854,509
30,598,938		33,396,193
4,351,735	Balance from Trading Account	6,401,590
(1,590,069)	Interest on Loans and Advances	(1,582,342)
2,761,666	Surplus on Trading	4,819,248
(1,062,618)	Depreciation, (Including amortisation)	(4,747,055)
—	Deferred income — Commonwealth Grant	3,250,000
1,699,048	Net Profit	3,322,193

1. Transport Commission Loss

Transport Tasmania's trading account known as the "Transport Commission Loss" showed an increased deficit this year despite a 2.3% drop in administrative costs.

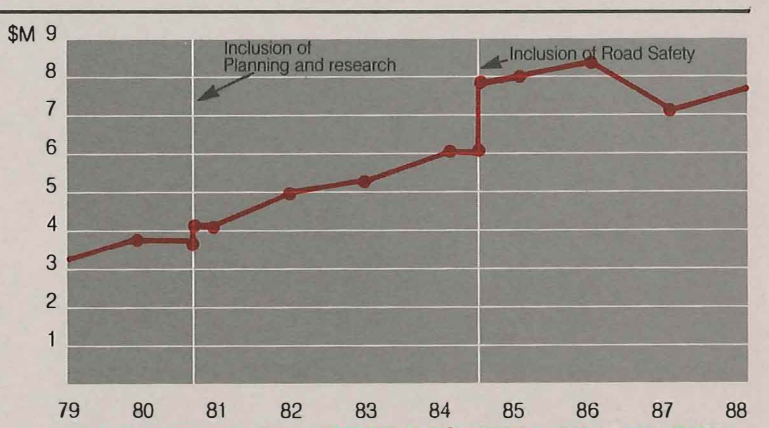
The increased loss resulted from:
1. The return to Transport Tasmania of the loss making King Island shipping service after being operated by Brambles Industries for two years.
2. Abnormal costs associated with the winding up of PTA Engineering prior to handing it over to private enterprise.



TRANSPORT COMMISSION LOSS

2. Other Income and Expenditure

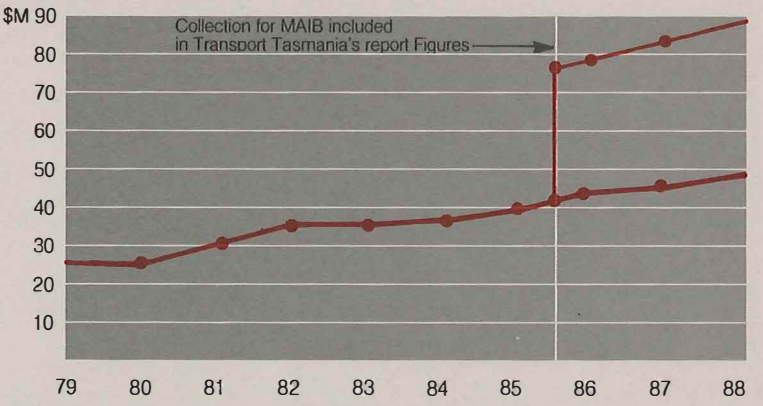
A number of key functions are funded from Treasury by special allocations. These include Motor Registry operations, Planning and Research, Road Safety and Traffic Engineering. Despite significantly increased workloads their combined expenditure increased by only 8.7% on the previous year.



EXPENDITURE ON MOTOR REGISTRY, ROAD SAFETY, PLANNING AND RESEARCH AND TRAFFIC ENGINEER

3. Fees and Charges Collected

Revenue collected increased by 7.8% on the 1987 figure, the total amount transferred to Treasury being $47,626,387. Additionally $39,853,687 was collected on behalf of the Motor Accidents Insurance Board. These funds are not reflected in the trading operations of the Commission and are, in the main, transferred directly to Treasury and the Motor Accidents Insurance Board.

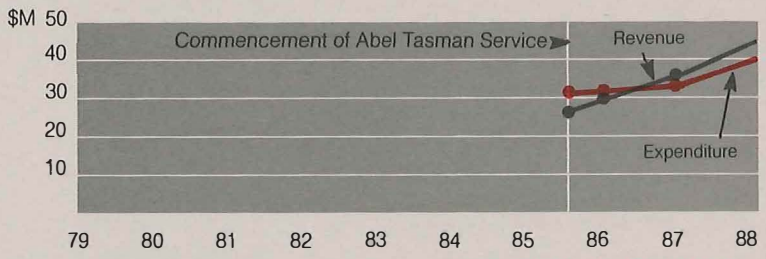


GOVERNMENT TAXES AND OTHER FEES

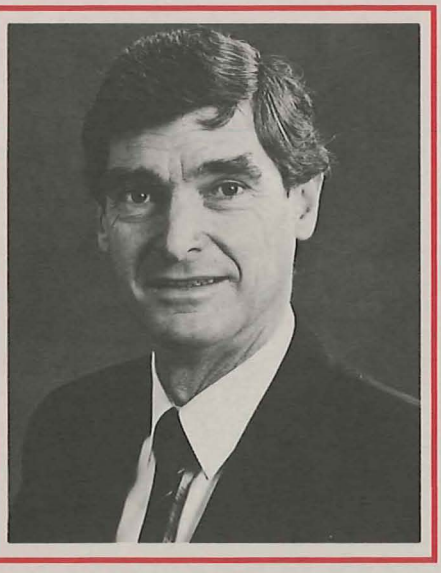
4. TT-Line

TT-Line operates along commercial lines and is financed from revenue earned from trading and borrowings when required.

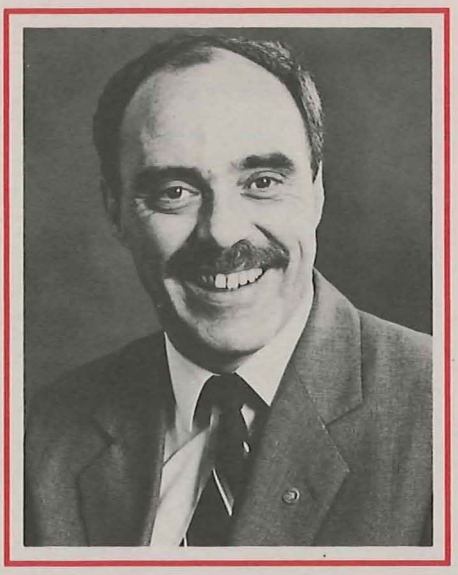
Following another successful year of operation the Abel Tasman recorded a profit of $3.32 m.



REVENUE/EXPENDITURE — ABEL TASMAN SERVICE



Commissioner A.J. Pedder



Deputy Commissioner W.N. Aplin

SECRETARIAT

General administration, local airports, public relations and co-ordination with Ministerial office.

ECONOMIC PLANNING AND RESEARCH

Specialised professional transport economics services, including systems planning and evaluation, market research, travel surveys, transport information and overall Federal and Interstate policy co-ordination. Provides limited consulting services to external private and/or Government organisations on a commercial basis.

FINANCE AND DATA PROCESSING

Internal accounting, payroll, auditing, management information and data processing. Provides computing services to external Government clients on a commercial bureau basis.

LEGAL

Full range of professional legal services, including contracts, insurance, claims, prosecutions and statutory law.

PERSONNEL & INDUSTRIAL RELATIONS

Control of staffing establishment, appointments, reclassifications, training and development, industrial negotiations and agreements.

TT-LINE

Operation of the "Abel Tasman" Bass Strait passenger and vehicle ferry service.

TRANSPORT REGULATION

Administration of the Traffic Act 1925 and Regulations, testing and licensing of drivers, registration of motor vehicles, licensing of public vehicles and enforcement of vehicle weights and dimensions.

TRAFFIC ENGINEERING

Regulatory control of traffic by signs, signals, linemarking and other control devices, design, manufacture, operation and maintenance of traffic signals, traffic management schemes, traffic surveys, maintenance of the State's traffic accident records and road safety research.

ROAD SAFETY

Administration of school crossing guards, school education, publicity and co-ordination of policy development and initiatives. This Division reports directly to the Minister for Road Safety.

MARINE

Operation of the "Straitsman" King Island cargo shipping service and the Bruny Island ferry service, support services to TT-Line and marine policy advice.

PTA ENGINEERING

An engineering workshop specialising in design and manufacture of advanced technology components for industry. During the year PTA Engineering was sold to the Devonport firm Delta Hydraulics. It ceased to be a Division of Transport Tasmania after 30 June 1988.

Structure

TRANSPORT COMMISSION

Prior to 1981, the regulation of transport in Tasmania was conducted by a Transport Commission consisting of three persons exercising statutory functions and powers.

The Transport Act 1981 abolished that Commission and replaced it with a new Transport Commission constituted by one person, the Commissioner for Transport.

While the new Act provides for limited control by and direction from the Minister for Transport, the fundamental notion of a largely independent autonomous transport authority exercising wide-ranging functions and powers is preserved.

TRANSPORT DEPARTMENT

The Transport Act 1981 provides that the Commissioner for Transport and all persons employed to carry out the duties of the Transport Commission constitute a body known as the Transport Department.

Since the Transport Department so defined is not a separate legal entity, has no specific statutory powers or functions, and is confusing when compared to traditional Government Departments,the use of the term "Transport Department" is avoided whenever possible by the Commission.

Interestingly, in the list of Agencies in Schedule 1 of the Tasmanian State Service Act 1984, the Commission is included in Part II (State Authorities and Other Organisations) and not Part I (Government Departments), but is described as the Transport Department, of which the Commissioner for Transport is the Head.

TRANSPORT TASMANIA

To resolve this nomenclature dichotomy the Commission has adopted the name "Transport Tasmania".

For public relations purposes Transport Tasmania is the name which appears on all letterheads and publicity materials and is today the name most readily identified by the public at large for the various activities of the Commission and the Department.

POWERS OF THE COMMISSION

To regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust.

To enter into contracts for the carrying on, and maintenance, of transport services in this State.

To grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose.

To take such steps as it may think necessary or desirable for effecting the co-ordination of transport services, and the improvement of transport in this State.

To operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth.

To enter into a contract for the carrying on and maintenance in a particular case and for the purpose of meeting a particular emergency of any transport service in this State and between any place in this State and any other place.

FUNCTIONS OF THE COMMISSION

To devise, initiate and carry out measures for the co-ordination, improvement and economic operation of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust.

To ensure so far as it is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public.

To administer the Traffic Act 1925.

To do anything incidental or conducive to the performance of any of the preceding functions.

AIMS OF TRANSPORT TASMANIA

Transport Tasmania aims to develop, maintain and encourage safe, reliable and efficient transport services both within and to and from Tasmania. It sees the provision of these services as generally lying within the portfolio of private enterprise. However, the Commission has, for a variety of reasons, operated some services which might otherwise have remained unprovided.

Transport Tasmania aims to initiate or foresee changes in technology, demand and the economic environment affecting transport so as to assist in the efficient delivery of transport services to the Tasmanian community.

Transport Tasmania recognises the dynamic nature of transport and strives to ensure that its policies and practices are attuned to this dynamism.

In achieving its aims, Transport Tasmania has particular regard to the specific statutory functions and powers that can be exercised by the Transport Commission under the 1981 Act.

TRANSPORT TASMANIA: OBJECTIVES 1988/89

The detailed objectives of individual Divisions are noted in later sections of this report. These Divisional goals are developed from the Commission's corporate objectives for 1988/89 which are —

..To fulfill the Commission's obligations under the Traffic Act 1925 and to review, in consultation with the relevant industry or other forum, the appropriateness or otherwise of existing legislative requirements.

..To make more effective use of the agency's staff, material and financial resources in the service of the public.

..To meet those aims in a way which improves job satisfaction, personal development and achieves harmonious relationships both within the agency and with our clients.

..To provide timely, accurate and responsible advice to Government on all matters falling within the transport portfolio.

..To provide an efficient and effective driver licensing and vehicle registration system.

..To promote and achieve high standards of road safety:
- by promoting road safety objectives through public education campaigns.
- by ensuring basic driver entry and licensing standards are maintained.
- by establishing and maintaining vehicle safety standards.
- by fostering the implementation of cost effective traffic engineering measures
- by undertaking practical research into road safety issues.

..To provide a regulatory and policy environment which enhances the efficiency of delivery of privately operated transport services to the public.

..To operate and market the Bass Strait roll-on roll-off ferry, 'Abel Tasman', with the aim of maximising patronage subject to the generation of an appropriate return on assets employed.

..To provide, or ensure the provision of, regular and reliable sea transport services to Bruny and King Islands at the lowest possible cost to the taxpayer.

Acts

Acts Administered by Transport Tasmania

Air Navigation Act 1937
Burnie to Waratah Railway Act 1939
Civil Aviation (Carriers' Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Devonport Airport (Special Provisions) Act 1980
Don River Tramway Act 1974
Emu Bay Railway Acts 1965 and 1976
Hobart Bridge Act 1958
Marine Act 1976
Marine Board of Devonport (Special Powers) Act 1980
Merchant Seamen Act 1935
Motor Vehicles Securities Act 1984
Motor Vehicles Taxation Act 1981
Mount Dundas and Zeehan Railway Acts 1890 and 1891
Mount Lyell and Strahan Railway Acts 1892, 1893, 1896, 1898 and 1900
North Mount Lyell and Macquarie Harbour Railway Acts 1897, 1924 and 1928
North Mount Lyell Mining and Railway Act 1901
Oil Pollution Act 1961
Petroleum Products Business Franchise Licences Act 1981
Port of Hobart Reclamation Acts 1954 and 1958
Railway Construction Act 1885
Railway Management Act 1935
Railway Management (Emu Bay Railway Employees) Act 1968
Railways Clauses Consolidation Act 1901
Railways (Transfer to Commonwealth) (Retirement Benefits) Act 1977
Railways (Transfer to Commonwealth) Act 1975
Roads and Jetties Act 1935
State Employees (Long-Service Leave) (Emu Bay Employees) Act 1968
Straits Islands Shipping Services Subsidies Act 1948
Traffic Act 1925
Transport Act 1981
Urban Public Transport Agreement Act 1974
Water-Carriage Act 1918
Wynyard Airport (Special Provisions) Act 1982
Van Dieman's Land Company's Waratah and Zeehan Railway Acts 1895, 1896 and 1948
Wee Georgie Wood Steam Railway Act 1977

Committees and Advisory Groups

Transport Tasmania is involved in the administration, regulation and operation of aspects of all forms of transport in Tasmania. Regular and effective consultation with other government agencies at Federal, State and Municipal levels as well as with representatives from the private sector is essential for the continuing development of transport in the State.

An important means by which consultation takes place is through Inter-Departmental and Industry committees on which Transport Tasmania is represented.

These committees are listed below with a brief indication of their role and importance.

THE IMPORTANCE OF COMMITTEES

Transport Tasmania is represented on a wide range of committees at both the State and Federal level. The Commission's representation on these Committees is periodically reviewed to assess its benefit to the State. These benefits include the ability to influence and direct initiatives which may affect the efficient delivery of transport services in Tasmania.

It is important, then, to note some of the benefits of the Committees listed on these pages.

1. Public Accountability: In Government any decisions made are likely to affect a range of public sector agencies, private organisations and members of the public. Committees are one of the means whereby all viewpoints can be expressed and sensible decisions can be made.

2. Efficiency: Committees are a means of sharing knowledge and experience, avoiding duplication of effort and ensuring that an efficient use of resources takes place in the public sector.

3. Standards: The maintenance of uniform standards across Australia is particularly important in the transport sector. Problems of variable railway gauges is just one example of difficulties caused by a lack of concensus in the past. National committees ensure the applicability and enforcement of standards throughout Australia.

4. Equality: By its very name the "Commonwealth" of Australia implies a uniform standard of living throughout the country. Transport Tasmania's presence on National Committees helps to ensure that the special needs of Tasmania are considered when major issues are discussed.

Tasmanian Transport Industry Advisory Council (TTIAC)

This is the most important Tasmanian transport committee. It is a State council consisting of representatives of the transport industry and Government. It provides industry with more direct access to Government and is a useful forum for discussing issues of interest to both Government and Industry. It is convened by the Minister for Transport with Transport Tasmania providing secretarial support.

ATAC

ATAC is the principal forum for reviewing topical transport issues in Australia.

Meetings are held twice each year and are attended by the Federal Minister for Transport and State Ministers for Transport and Roads.

Tasmania is represented by the Minister for Transport and/or the Minister for Main Roads.

All Divisions contribute advice to the Minister for Tranpsort prior to meetings.

Operating in support of ATAC are its specialist groups and committees.

ADVISORY COMMITTEE ON VEHICLE EMISSIONS AND NOISE (ACVEN): Develops standards for exhaust and noise emissions of motor vehicles.

ROAD SAFETY GROUP (RSG): Co-ordinates road safety activities of other ATAC sub-committees.

STEERING COMMITTEE ON ROAD TRANSPORT (SCRT): Co-ordinates the implementation of major transport industry reforms. Reports to ATAC through the Sub-Committee on Transport, SCOT.

AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD (AMVCB): Ensures that new vehicles comply with Australian Design Rules.

ROAD USER SAFETY ADVISORY COMMITTEE (RUSAC): A national Committee examining road safety research and development.

VEHICLE STANDARDS ADVISORY COMMITTEE (VSAC): Develops safety standards for vehicle design, construction and operation.

RESEARCH MANAGERS FORUM (RMF): Assists in co-ordinating road safety research in States and Territories.

MARINE AND PORTS GROUP: A National committee headed by the Deputy Secretary of the Federal Department of Transport covering treaty consultation, sub-standard foreign ships, port and marine planning and research, shipping and navigation.

MARINE OIL POLLUTION COMMITTEE: A Federal Group with State representation to co-ordinate and arrange purchase and distribution of equipment and arrange training to combat pollution of the marine environment.

SHIP STANDARDS ADVISORY COMMITTEE: A Federal Committee with State representation. The Committee covers USL Code, national system of identification, compensation and death and injury at sea.

Other Committees on which Transport Tasmania is represented

ROAD:

MS/12 ROAD SIGNS AND TRAFFIC SIGNALS: A Standards Association Committee which has the objective of introducing uniform road signs, line marking and traffic control practice throughout Australia.

REGISTRATION AND DRIVER'S LICENSING COMMITTEE: A National Committee to review licensing arrangements in different States.

SCATS MANAGEMENT USER GROUP (SMUG): The software from the Sydney Co-ordinated Adaptive Traffic System (SCATS) has been adopted nationally and is now managed by SMUG. This Committee comprises traffic signal experts from the majority of Australian States and New Zealand which meet regularly with the aim of improving traffic signal co-ordination software and techniques.

ROAD SAFETY:

ALCOHOL AND DRUG DEPENDENCY BOARD: A state committee examining all aspects of alcohol and drug dependency.

LEVEL CROSSINGS WARNING COMMITTEE: The Committee reviews the operation of all rail level crossings throughout the State, ascertains any safety deficiencies and makes recommendations for improvements to relevant authorities. The Committee comprises representatives from the Department of Main Roads, TASRAIL, the Emu Bay Railway and Transport Tasmania.

ROAD SAFETY LIAISON GROUP: This inter-departmental Committee comprises officers from Transport Tasmania, Tasmania Police, the Department of Main Roads and the Division of Road Safety. The Committee assists in the co-ordinaton of road safety activities in the State with the prime aim of fostering inter-departmental road safety initiatives.

ROAD SAFETY LIAISON GROUP — TRAFFIC REGULATION SUB-COMMITTEE: The role of the sub-Committee is to:
- review the adequacy of existing traffic regulations;
- draft model regulations to upgrade existing regulations to conform to the National Code of recommendations;
- review proposed amendments to traffic regulations;
- draft regulation amendments for submission to Commission for approval.

ROAD SAFETY STRATEGY COMMITTEE: Comprises officers from Transport Tasmania, the Division of Road Safety, Tasmania Police, the Department of Main Roads, the Motor Accidents Insurance Board and the Royal Automobile Club of Tasmania. The Committee advises the Government through the Minister for Road Safety on road safety issues.

TASMANIAN ROAD TRANSPORT INDUSTRY TRAINING COUNCIL: A State body with the objective of promoting the safe and efficient driving of commercial vehicles through improved training and awareness.

TASMANIAN ROAD TRANSPORT SAFETY COUNCIL: This Committee comprises representatives from both the regulatory and private business sectors of transport industry. The Committee's role is to review safety trends within the road transport industry and to convey safety information to heavy vehicle operators in the State.

MOTOR ACCIDENTS INSURANCE BOARD (MAIB) The Commissioner for Transport is a member of the MAIB.

MARITIME:

FEDERAL/STATE ADVISORY COMMITTEE ON LIGHTSTATIONS: A Committee formed to provide advice on the retention, de-manning or replacement of lightstations in Tasmanian waters.

INTER-DEPARTMENTAL COMMITTEE ON THE PURCHASE AND ALLOCATION OF GOVERNMENT VESSELS: A State Committee to assess proposals by Government Agencies for the purchase of vessels over 5 metres in overall length and over $10,000 cost. The Committee also provides advice to Cabinet on the proposed purchase and use of vessels and marine equipment by Government Agencies.

INTER-DEPARTMENTAL COMMITTEE ON THE TASMAN BRIDGE: A State Committee which assesses the risk of collision to the Tasman Bridge and means by which this risk can be minimised.

MARINE INDUSTRY ADVISORY COMMITTEE: A State Committee to which Transport Tasmania provides secretarial services. It is chaired by the Minister for Industrial Relations and is a forum to discuss marine issues in relation to Tasmania.

STATE OIL POLLUTION COMMITTEE: A State Committee to deal with measures to discourage and combat pollution of the Tasmanian marine environment.

STATE WATER SAFETY COMMITTEE: A State Committee to provide advice on and review water safety awareness.

OTHER:

COMPUTER POLICY ADVISORY COMMITTEE (CPAC): A State committee which aims to ensure the utilisation of sensible and compatible data processing facilities in State Government Agencies.

GOVERNMENT LIBRARY AND INFORMATION SERVICE COMPUTER APPLICATIONS COMMITTEE: A State Committee which assists GLIS libraries in developing computerised systems capable of generating data in a format compatible to all Agencies.

AUSTRALASIAN TRANSPORT LIBRARIANS GROUP (TRANSLIB): Librarians and information managers from transport organisations in Australia and New Zealand working to co-ordinate and improve access to transport information resources.

History of Transport Tasmania

Transport Tasmania's origins lie in the commencement of construction of the Launceston to Deloraine Railway in 1868. The Government of Tasmania went on to operate this and other railways in the State through the Railways Department and later the Tasmanian Government Railways.

On 1 July 1939 a semi-autonomous body was created to operate the railways and also to co-ordinate all aspects of transport operation and regulation. This body was called the Transport Commission and was administered by a Commissioner for Transport and two associate Commissioners.

In 1975 control of Tasmanian railways was handed over to the Commonwealth.

Two major events of the last decade have been the introduction of The Transport Act (1981) which changed the powers of the Commission and reduced the number of Commissioners to one, and the commencement of operation of the "Abel Tasman" Bass Strait shipping service in 1985. The latter saw the return of the Transport Commission to the operation of a major transport service.

A more detailed history of Transport Tasmania and Tasmanian transport in general was given in Transport Tasmania's 1986/87 Annual Report.

SUCCESSION OF PRINCIPAL OFFICERS

Manager, Launceston and Western Railway

1876–1886 R.W. Lord

General Manager, Tasmanian Government Railways

1886–1901 F. Back
1902–1903 C. Hudson
1903–1911 J. McCormick

Commissioner for Railways

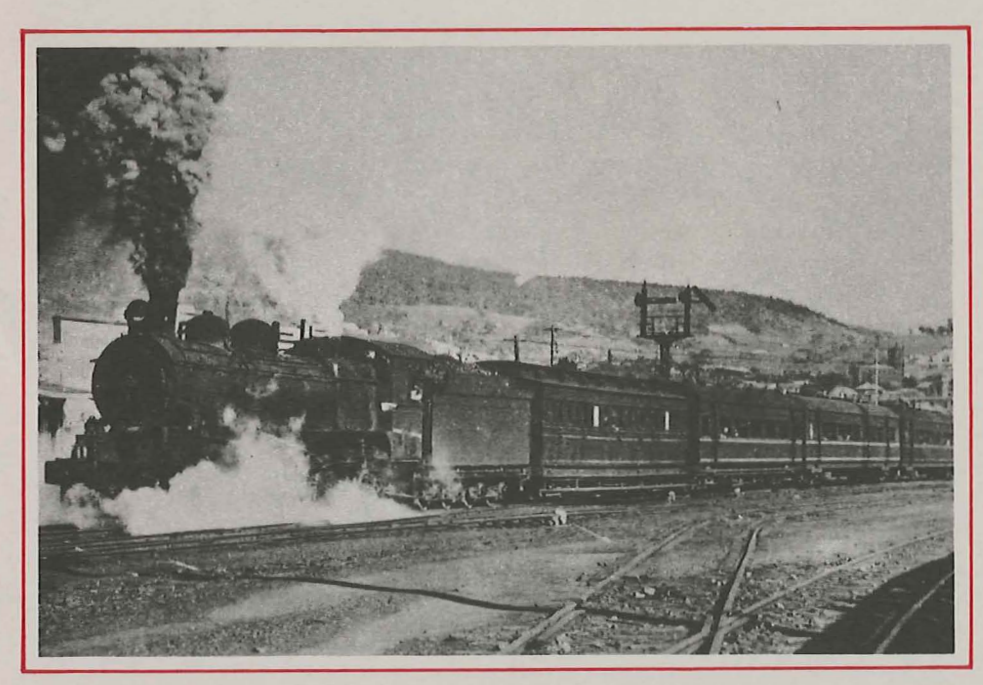
1911–1923 G. Wishart Smith
1924–1927 C. Miscamble
1927–1938 F.P. St Hill

Commissioner for Transport and Chairman of the Transport Commission

1939–1951 M.W.S. Wilson
1951–1969 C.E. Baird
1969–1979 G.T. Webb
1980–1981 R.W.J. Morris

Commissioner for Transport

1981–1987 R.W.J. Morris
1987– A.J. Pedder

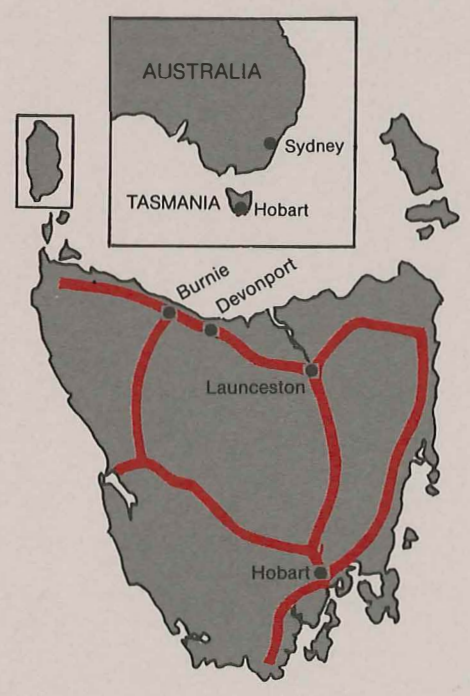


Tasmanian Government Railways operated rail services in Tasmania for over 100 years. Here the Launceston express leaves Hobart in about 1939.

Tasmania: Overseas and Interstate Transport Links

Tasmania is an island of 68,331 sq km in area lying at approximately 42 degrees south latitude. It has a resident population of 450,000 persons and is a State of Australia. It is separated from mainland Australia by Bass Strait, a 250 to 500 km wide body of water renowned for its unpredictable and often stormy nature.

Tasmania has four major urban centres. Hobart, the capital, lies in the south of the island and is Tasmania's largest city with a population of 160,000. The second largest centre, Launceston, is located in the north while Devonport and Burnie are situated on the north-west coast. Each centre has a port and an airport. These and a small number of lesser ports and airstrips enable the transport of goods and passengers between Tasmania and the rest of the world.



Major Roads

Sea Transport

At present Tasmania has direct shipping links to European, South East and East Asian ports. Links with North America and Japan/Korea are irregular and most cargo is transhipped at Melbourne. During the year ending 30 June 1988 ship visits to the four major ports numbered 1,736, the break down being as follows:

OVERSEAS:	465
INTERSTATE:	1,125
NAVAL:	19
INTRASTATE:	127

In this period a total of over 11 million tonnes of cargo was imported and exported. Imports, which totalled 3 million tonnes, consisted mostly of general cargo. Among the major commodities exported were minerals, zinc, aluminium, frozen vegetables, apples, timber, woodchips, paper,and newsprint. Exports totalled 8 million tonnes.

CARGO MOVEMENTS 1987/88

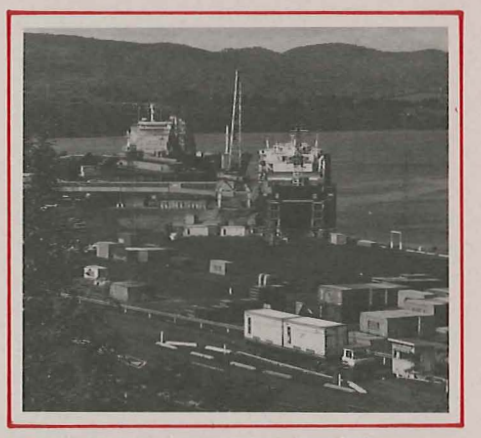
IN:	BULK:	2,097,036
	GENERAL	935,716
OUT:	BULK	6,380,091
	GENERAL:	1,626,737
TOTAL:		11,039,640

In recent years Hobart has become a popular port of call for cruise liners, 12 visiting the port during 1987/88. Amongst these were the Royal Viking Star, Royal Odyssey, Europa and Belorussiya.

The Royal Viking Star visiting Hobart in January 1988.

Regular interstate shipping services connect Tasmanian ports with Perth, Adelaide, Melbourne and Sydney. General cargo is carried by the following ships:

SEAWAY HOBART (UNION)
HOB-SYD 1 PER WEEK
SEAWAY MELBOURNE (UNION)
HOB-BUR-MEL-HOB 1 PER WEEK
HOB-MEL-HOB 1 PER WEEK
BASS TRADER (ANL)
BELL BAY-MEL 3 PER WEEK
ABEL TASMAN (TT-LINE)
DEV-MEL 3 PER WEEK
CHALLENGER B (BRAMBLES)
BUR-MEL 3 PER WEEK
GUTE (BRAMBLES)
BUR-MEL 3 PER WEEK
STRAITSMAN (Transport Tas)
MEL-KING IS-STA Variable
IRENE GREENWOOD (STATESHIPS)
HOB,BUR-FREEMANTLE 1 PER MONTH



Bell Bay, near Launceston, handled over 3.5 million tonnes of cargo during 1987/88.

In addition bulk fuel, ore and cement ships service Tasmanian ports on a regular basis.

The only passenger/vehicle ferry service between Tasmania and mainland Australia is the "Abel Tasman" service run by TT-LINE. The "Abel Tasman" operates between Devonport and Melbourne and undertakes three trips each way per week. During 1987/88 the ship carried 184,000 passengers and 49,000 vehicles.

A group of Tasmanian businessmen is currently carrying out a feasibility study into the introduction of a fast daylight catamaran passenger/vehicle service between Tasmania and Victoria.

Air Transport

The establishment of international air links to Tasmania has long been hampered not only by the State's location, south of mainland Australia and out of the way of all existing international air routes, but also by the Commonwealth Government's protection of Qantas limiting the entry of overseas carriers to Australian routes.

A direct link with Christchurch in New Zealand has existed since 1982 with Qantas currently operating a service to Auckland via Melbourne. The number of passengers carried in the last 12 months is shown in the table below.

HOB-NZ*	8,996
NZ-HOB*	10,331
TOTAL	19,327

* Some Qantas passengers link with other destinations in Melbourne.

Wynyard/Burnie, Devonport and Launceston airports are all of medium jet standard while Hobart is of full international standard. Tasmania is served by Ansett, Australian and East-West Airlines with a number of commuter airlines such as Kendell and Airlines of Tasmania linking surrounding islands and lesser centres with Melbourne and other places in Victoria. On average 28 flights per day operate each way between Tasmania and the mainland. During 1987/88, 564,614 passengers were carried in to the State and 567,661 out, a total of 1,132,275.

A Martinair DC10 at Hobart Airport.

AIRLINES SERVING TASMANIA

Airlines of Tasmania
(Smithton, Flinders Is-Essendon)

Ansett
(HBA,LST,DPO,WYN-MEL,SYD)

AusAir
(Smithton, King Is-Moorabbin)

Australian
(HBA,LST-MEL,SYD)

East West
(HBA,LST,DPO,WYN-MEL,SYD)

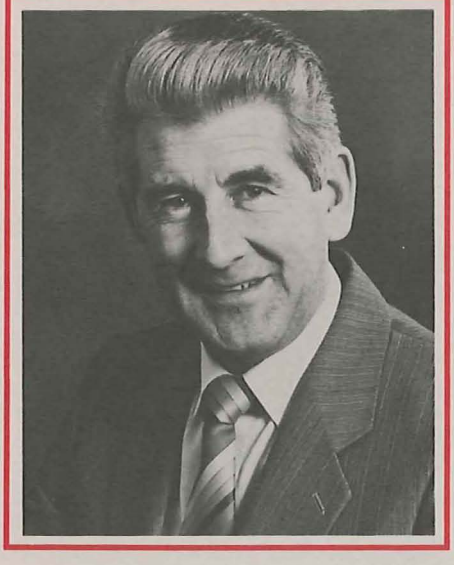
Kendell
(King Island-Essendon)

Phillip Island Air Service
(WYN-Phillip Is.)

Promair
(LST, Flinders Is.-Moorabbin, Traralgon, Welshpool, Canberra)

The lack of rail and road links with the rest of Australia places great importance on air freight transport to the State. Launceston has the third greatest throughput of air freight in Australia. While accurate figures are unavailable it is estimated that in 1987/88 over 45,000 tonnes of freight passed in and out of Tasmanian airports.

There are also irregular international air freight services to Tasmania. In early 1988 a Martinair charter DC10 became the largest aircraft to land at Hobart Airport, while on charter to load breeding livestock.



B.P. Stuart, Secretary

Secretariat Division

The Secretariat Division provides executive and administrative support to Transport Tasmania. It co-ordinates the administrative functions of Divisions and is the principal means of liaison with the Minister's Office.

ADMINISTRATIVE SERVICES

The Division provides administrative support to the Minister, Commissioner and the Commission's various Divisions by:

- co-ordination of policy to ensure a uniform approach;
- co-ordination of the preparation of Cabinet Submissions, briefing notes etc., and correspondence for the Commissioner and the Minister's office;
- assistance to Divisions as required in the preparation of legislative programmes;
- making all necessary arrangements for the Commission's public relations and hospitality role;
- following up the implementation of Government decisions;
- arranging the Commission's stationery requirements and in-house printing.

Secretariat assists other Divisions in arranging important meetings or other functions. In March, with assistance from the Personnel and Industrial Relations Division, arrangements were made for the presentation of Extended Service Awards by the Minister to:

Mr Neville Cross	36+ years
Mr Brian Stuart	36+ years
Mr Gary Abell	26+ years
Mr Brian Heerey	26+ years

In May the Division arranged for a presentation of Extended Service Awards to be made by the Premier to long serving officers of PTA Engineering:

Mr Eric Trull	36 years
Mr Merv Kirkby	34+ years
Mr Tom O'Brien	30+ years
Mr Hank Van Tienen	27+ years

On 30 June, the last day of operations for PTA Engineering, a further presentation was made to:

Mr Harold Jarman	41 years
Mr David Harding	31+ years

The Secretariat liaises with the Department of Public Administration in matters such as the updating of the Commission's copies of the Tasmanian State Service Personnel Manual and the distribution of State Service Notices.

Airports

The Commission owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The Commonwealth Department of Transport and Communications meets 50 per cent of the maintenance and capital costs of Smithton Aerodrome under the Local Ownership Plan. The Plan also applies to Local Government owned aerodromes at Queenstown, Strahan and St. Helens, where 50 per cent of costs is met by the Commonwealth, 40 per cent by the State and 10 per cent by the Local Government Authority.

ADMINISTRATIVE SERVICES

- Providing Ministerial support
- Providing support for Commissioner & Deputy Commissioner
- Providing secretarial support for meetings & committees
- Administering airports Smithton, Melaleuca, Bridport, Cape Barren
- Liaising with Department of Public Administration
- Personnel manual
- State service notices

SUPPORT SERVICES

- Providing records control and management
- Overseeing building management and maintenance
- Carrying out control and maintenance of vehicles
- Looking after health and safety
- Operation of switchboard services

PUBLIC RELATIONS

- Maintaining the Commission's corporate image
- Organising displays
- Overseeing preparation of Annual Report in conjunction with EPR Division
- Liaising with advertising agents

Jack Harrex, Smithton Aerodrome Reporting Officer.

Transport Tasmania liaises with the local authorities on maintenance and funding and the State reimburses it for its percentage of the costs incurred on the upkeep of the authorised landing areas.

Reporting officers located at Smithton, Bridport, Cape Barren and Melaleuca inspect the airports regularly and attend to day-to-day maintenance requirements.

In addition to normal maintenance at Cape Barren Airstrip, the main runway was lengthened by approximately 100m and widened by 7.5m. A turning circle was developed at the eastern end and the total area of approximately 750m x 15m was gravelled. Expenditure on these works amounted to $10,000.

The Government also provided a grant of $3,500 for upgrading works at the George Town Airstrip.

SUPPORT SERVICES

The Secretariat is responsible for the filing of administrative and general records of the Commission. The space required to hold these files is at a premium and systematic culling is failing to keep pace with demand.

Personnel of the Records Section are engaged in a general reclassification of files as a preliminary step to the introduction of a computerised records management system. A number of automated systems have been examined and are being evaluated.

Over 85,000 driver-related files have been computer-indexed and a disposal schedule is being formulated to facilitate future culling of these files. It is intended to expand the disposal schedule to include all sectors of the filing system.

During the past year, records personnel attended a number of seminars and workshops conducted by the Records Management Association of Australia. These have proved invaluable in providing information in relation to the latest methodology and technology in the field of records management.

Maintaining the headquarters building at 1 Collins Street, Hobart continues to cause problems because of its increasing age. One major improvement carried out was the painting of exterior surfaces. A colour scheme of golden cream and mud brick (tan) was chosen with pleasing results. The building now blends in well with others in the area.

Foreman cleaner Bill Read with office cleaners Dulcie Hutchins and Concetta Mainella.

Renovations have been carried out on the second floor, and in the Sackville Street building in an effort to improve accommodation but these changes can not completely overcome the problems caused by lack of sufficient space for development.

The Division is responsible for ensuring that all employees work in a safe and healthy environment. It liaises closely with all Divisions, particularly the Personnel and Industrial Relations Division, in the selection of ergonomic furniture and equipment.

Cleaners under the direction of the Division continued to perform their duties in their usual diligent, co-operative and friendly manner. These qualities have been called upon quite often during the year because of renovations and alterations to several offices throughout the building. They are also assisting in keeping the parking areas and gardens surrounding the headquarters building clean and neat and these actions, together with the repainting of the building, have given this area a much needed lift.

The Secretariat is responsible for the Commission's fleet of vehicles although its vehicles within a 2 kilometre radius of the centre of Hobart came under the administration of the new Government Central Car Pool during the year. These vehicles are still operated by the Commission but are hired from the Pool on varying arrangements. The Commission manages a small Satellite Pool of six vehicles as part of this vehicle pooling scheme.

The Division's supply and printing section has again been heavily involved in printing material for other Divisions and placing orders on their behalf.

PUBLIC RELATIONS

The thrust of the Commission's public relations is to achieve an awareness in the community of the range of services offered by Transport Tasmania. The Secretariat Division initiates and co-ordinates the development and enhancement of the Commission's corporate image. This activity is manifested in a number of ways. The Commission trades under the operating name of Transport Tasmania. All stationery and other livery have been progressively changed to accommodate the new logo.

Student tours continue to be welcomed and while specialist work areas (such as computer facilities and computerised traffic control systems) continue to be major drawcards, many students have shown interest in other areas such as Motor Registry. Many have indicated that they can relate closely to this section with its involvement in driver licences and vehicle registrations.

The Commission gives active encouragement to student work experience programmes by accepting students whenever possible.

The Secretariat has continued to work closely with officers of the Economic Planning and Research Division in improving the format and content of the Annual Report. It is worth noting that the 1987 Annual Report, which was the first issued in the current format, was very well received. To improve staff awareness of the organisation copies of the report were issued to all staff members. Much effort this year has been put into including a comprehensive series of statements of objectives and targets.

SECRETARIAT DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

1. Ensure all correspondence addressed to the Commission is answered or acknowledged promptly. To identify and report means of improving response times.

2. Undertake and complete a study on the efficiency and effectiveness of records management and to investigate and report the options available to improve it.

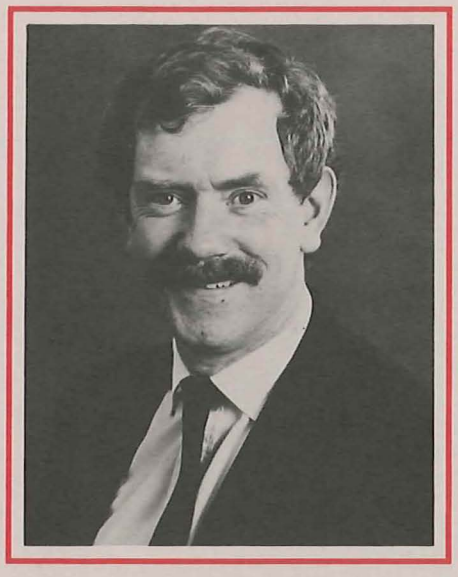
3. Cull the storage of unnecessary material by achieving a 10% reduction in the volume of records stored in paper form.

4. Identify and report on potential areas for savings in stationery requirements.

5. Maintain the aerodrome at Smithton and the authorised landing areas of Bridport, Cape Barren and Melaleuca to the required standard at a total cost to the State Government of not more than $50,000.

6. Devise and report on a building enhancement programme for the next five years, including options for funding.

7. Ensure that the pool of vehicles for which the Secretariat is responsible are cleaned and maintained on a weekly basis.



C.H. Finch, Director, Economic Planning and Research

PLANNING AND RESEARCH

- Undertaking both general and specific research in all areas of transport
- Briefing the Minister for Transport on topical issues
- Undertaking economic background studies
- Supporting other Divisions in research and economic planning matters
- Carrying out forward planning

INFORMATION SERVICES

- Developing and maintaining a comprehensive research library
- Providing a broad based information service to Commission staff and to outside individuals and organisations
- Distributing publications
- Maintaining an extensive statistical database

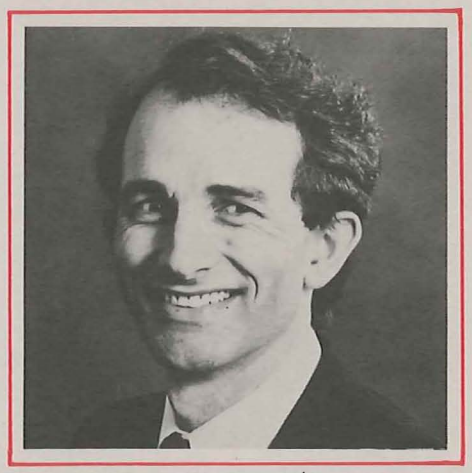
Economic Planning and Research

The Economic Planning and Research Division is responsible for conducting economic, financial, social planning and operational studies into various issues relating to land, sea and air transport servicing Tasmania. The Division also provides the principal information resource for Transport Tasmania. The Division's origins lie in the positions of economist and assistant economist which in 1980 were reorganised to form the transport policy unit (TPU). This was renamed the Economic Planning and Research Division in 1982.

The Division's principal focus is the future. The major objective of the Division is to identify and analyse future policy and assess strategic implications of present developments to assist the Commission in dealing with changes in the transport system. As an adjunct to the above objective the Division attempts to identify and foster initiatives for promoting desirable changes to the transport system as it affects Tasmania.

The systematic maintenance and dissemination of a relevant collection of transport information for the Commission and the transport community at large is another important objective of the Division.

In February 1988 Mr Jack Lane joined the Division as Senior Transport Economist. Jack has an extensive background in transport planning and comes to Transport Tasmania with considerable experience from The Australian Road Research Board, Federal Bureau of Transport Economics, National Capital Development Commission, and ACT Administration.



Senior Transport Economist Jack Lane.

RESEARCH AND PLANNING

The Division has been active in a number of projects during the year, both independently and in co-operation with other Divisions of Transport Tasmania, Tourism Tasmania and with outside bodies.

Air Transport

Air Transport Policy Review

A major review of air policy was called for by the Government to determine an overall strategy for aviation. The Division prepared a report for an inter-departmental committee consisting of the Commissioner for Transport, the Director of Tourism, the Under Treasurer and senior advisers to the Premier. The review examined the potential implications for Tasmania following the deregulation of domestic aviation in 1990. This involved extensive consultation with major airlines, potential new entrants and other interested parties to gauge how the changes in 1990 would affect Tasmania.

Low Cost Air Travel

At the direction of Government the Division, in co-operation with senior officers in Tourism Tasmania, held lengthy discussions with all major carriers to Tasmania seeking ways to increase the availability of low cost air travel for tourists visiting Tasmania.

Following negotiation both Ansett and East West Airlines increased the availability of deep discount tour basing fares during the winter and spring of 1988. Australian Airlines entered into an agreement with the Minister for Tourism to charter a number of Boeing 737 services in the spring of 1988.

The intention of both the Government and Australian Airlines is to generate new tourist traffic to the State. The Division will monitor the flights to assess the extent of generated traffic.

The Division is monitoring the success of charter flights to the State following an agreement between the Government and Australian Airlines.

Federal Airports Corporation

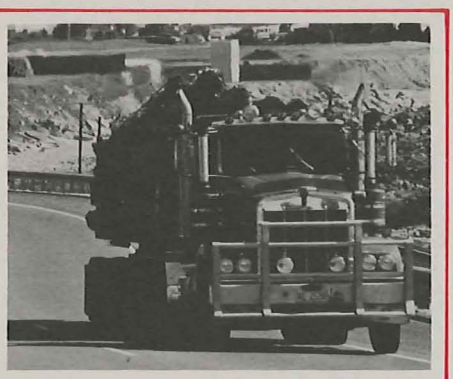
The recently formed Federal Airports Corporation took over the operation of Hobart and Launceston airports from the beginning of the financial year.

The Senior Transport Economist represents the Government on the consultative committee established for Launceston Airport. He also represents Transport Tasmania on the Launceston Airport Planning Study. This study, which has been sought by both State and Local Government for a number of years, will determine the long term development options for the airport and examine land use planning in the immediate environs.

Land Transport

Cost Recovery

Studies into cost recovery continued during the year. Most mainland States have increased fixed annual charges (equivalent to motor tax) in recent years while Tasmania has held such charges at a constant level since 1981 whilst increasing taxes on fuel use. The implications of various road pricing regimes have been examined. These investigations are continuing.



A study into the log haulage industry was undertaken.

Log Haulage Industry

A major study was undertaken by the Senior Transport Planner, Dr D'Este, following expressions of concern by some within the industry about the continuing long term viability of some operators.

The study concluded that maintaining the balance of supply and demand in the industry is a complex management problem that involves the impact of haulage quotas, haulage distances, the split between road and rail and many other factors.

Supply and demand are therefore inter-dependent and the necessary planning and trade-offs can only be satisfactorily performed by the forestry companies working in conjunction with the operators.

Under the present licensing system, a public vehicle licence does not guarantee work and work does not guarantee a licence. The power to regulate the industry lies jointly with Transport Tasmania and the industry itself. Any unilateral initiative by either party will inevitably lead to conflict.

Rail Transport

The Bureau of Transport and Communications Economics released its report on the future of Tasrail in March. While the Division did not agree with the report in all areas, the general thrust of the report that Tasrail has become increasingly viable financially and should continue to operate was welcome. Studies by the Division had shown the importance of Tasrail in the overall movement of goods within the State.

Sea Transport

Proposed Joint Venture between ANL and Union Steamship

In early 1987, Union Steamship, ANL, and William Holymans proposed entering into a joint venture to pool services and revenue across Bass Strait. The Trade Practices Commission (TPC) held an Inquiry into the proposal and asked interested parties to make submissions.

The Division prepared the Government submission which, while not making a recommendation on the merits of the proposal, raised a number of issues which it felt the Commission should consider in making its determination.

The TPC found that the joint venture would not be in the public interest as proposed. Although the parties proposed Federal Court action, this did not eventuate.

Industries Assistance Commission Inquiry into Coastal Shipping

The Division prepared the Government submission to the IAC Inquiry. This inquiry was the first in many years to examine coastal shipping.

The submission emphasised the importance of the coastal shipping industry to Tasmania and examined the structure and efficiency of the industry. It noted some of the recent initiatives by the Commonwealth to reduce shore based shipping costs and to promote capital investment. However, much of the institutional framework surrounding the coastal shipping industry, such as the Navigation Act, is in need of detailed examination and revision.

The submission concluded that if coastal shipping is to become more efficient it needs innovation and competition. Given the existing market structure and the barriers to entry, it is important that Government does not hinder the future development of the industry with unnecessary and restrictive regulation.

Inter-State Commission Waterfront Strategy Inquiry

The costs of transferring goods between ship and land transport carrier are high. In Bass Strait these costs represent between 55 and 70% of the total costs of sea transport. The Government submission prepared by the Senior Transport Economist pointed

the major inefficiencies in the use of resources on the Australian waterfront, particularly available labour. The submission recommended that the future structure of the waterfront industry should be based on:

- Co-ordination of port development and investment programmes.
- The introduction of market forces through the removal of restrictive practices and artificial barriers.
- Restructuring of the method of employing waterside labour and its management to bring it into line with normal Australian industry practice.
- The development of more active roles for Port Authorities in ensuring the efficiency of waterfront operations.
- An on-going process of monitoring and review to ensure that potential gains are realised and opportunities identified.

The Tasmanian Government's submission to the Waterfront Strategy Inquiry was prepared by the Division.

Port pricing

Major changes in shipping, particularly across Bass Strait, and a general concern about the high level of shore based shipping costs prompted the Division to engage the Centre for Transport Policy Analysis at the University of Wollongong to carry out a study of port pricing and investment. The centre received considerable help from the Port Authorities during the preparation of the report which was discussed at a one day seminar chaired by the Minister for Transport.

The study and the seminar are being used as the basis for long term planning and development of the port industry.

TT-Line

Two major studies were carried out during the year into the potential replacement of "Abel Tasman" and the future operation of TT-Line. These studies examined in detail the type of vessel required, the likely financial performance of various replacement options, ways of funding that do not impact on the State budget and extensive marketing studies.

In addition the Division has continued to conduct on-board surveys of passengers and has prepared policy advice on future fare levels. The Division also prepared a review of a marketing strategy for the service in conjunction with TT-Line.

Senior Transport Planner Dr. Glen D'Este and library assistant Robyn Gray scanning transport statistics.

INFORMATION SERVICES

The Information Services Section of the Division provides a broad based information service to the Commission and to the transport industry in Tasmania. The service comprises three components:

1. Research Library

The research Library includes a collection of over 6,000 texts and research reports and 350 current journal subscriptions. Services are provided to all Divisions. In addition many requests are received from the University of Tasmania, from other Government Agencies and from outside organisations and individuals. A wide range of services is provided including current awareness, journal circulation and online searches of overseas commercial databases.

The library continues to use the software package INMAGIC which is run on an in-library network of microcomputers. By 30 June 1988 2,500 bibliographic records had been entered onto the principal database.

Other computerised databases maintained by the library are the Hansard index, newspaper index, index of Tasmanian transport events, photographic index and directory of transport organisations in Tasmania. INMAGIC is used by most Tasmanian Government Library and Information Service (GLIS) libraries. Transport Tasmania provides support to these and other Tasmanian users of INMAGIC by arrangement with the Australian agents for the software, Triad Data Magic Pty Ltd.

2. Statistical Service

The section maintains a comprehensive database of Tasmanian transport statistics stored on a microcomputer. An annual statistical report "Tasmanian Transport Statistics" is circulated to Government and members of the transport industry. A phone-in statistical information service is maintained, based on the database.

3. Other Information Services

The section undertakes a range of services including the preparation of articles for newspaper suppliments, the preparation in conjunction with Secretariat Division of the

Annual Report and the provision of answers to many general queries about the Commission and Transport in Tasmania. Two new projects commenced during the year were the preparation of a fortnightly Commission news sheet and the preparation and distribution of a detailed directory of Tasmanian Transport organisations.

ECONOMIC PLANNING & RESEARCH DIVISION: OBJECTIVES AND TARGETS 1988/89

Planning & Research

1. Investigate and report options for replacement of the 'Abel Tasman'.

2. Prepare a model to monitor changes in Bass Strait shipping.

3. In conjunction with Tasmanian Port Authorities, develop a new regime for port pricing and investment in Tasmania.

4. Investigate and report the potential benefits of direct international air and shipping links between Tasmania and overseas destinations.

5. Develop a long term strategy for Tasmanian intrastate and interstate aviation policy into the 1990's.

6. To investigate the economic benefits of improved co-ordination between road and rail transport in Tasmania.

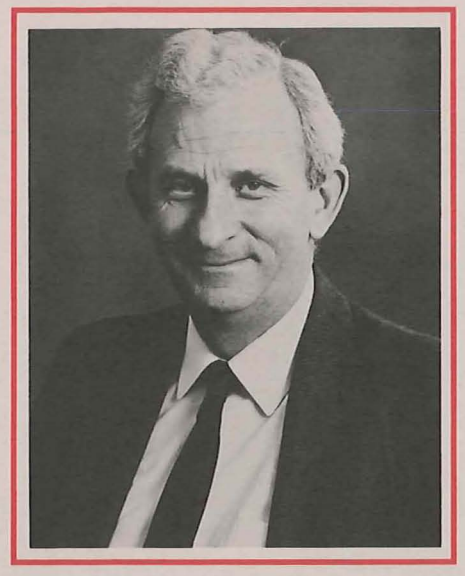
7. Undertake and complete a study of the land transport industry in Tasmania.

8. To present three papers at relevant academic/industry conferences.

Information Services

9. Maintain an efficient library/information service, in particular:

a. Reduce exisiting delays for processing new materials, inter-library loan requests, verbal requests and written request by 50%.
b. Increase success rate for inter library loans and recovery of overdue loans by 20%.
c. Bring the statistical data base up to a level where it is never more than three months out of date.
d. Prepare Tasmanian Transport Directory by first week of financial year.
e. Prepare Annual Report and Statistical Bulletin by last week of October.



D.T. Yaxley, Director, Finance and Data Processing

Finance and Data Processing Division

The Finance and Data Processing Division provides financial, accounting and data processing services to all Divisions of the Commission, including Road Safety.

The primary aim of Finance Division is to provide senior management with —

- An automated and efficient system which provides a base for economic decision-making, managerial control, and accountability.
- Policy advice on finance, staff forecasting and budget matters.
- Computer facilities which co-ordinate the physical work-place with the people and work of the organisation, i.e. integrate the principles of business administration, architecture and the behavioural and engineerng sciences.
- Operating the data processing facility on a commercial basis.

ACCOUNTING

- Providing accounting services for all Divisions including TT-Line
- Co-ordination of budget estimates with each Division and with State Treasury
- Providing reports to enable each Division to manage its budget
- Arranging working finance

DATA PROCESSING

- Providing computer services used by Motor Registry, Accounts and other Divisions
- Providing office automation services
- Providing management information through monthly and annual reports
- Providing data processing services to external users
- Maintaining the communications network
- Supporting the "Abel Tasman" on-line booking system

ACCOUNTING

During 1987/88 the main emphasis in accounting was on consolidation and refinement. Major changes and enhancements were made to the payroll, costing and debtors systems. The development of computerised Balance Sheet, Profit and Loss and Trading Statements for TT-Line was a major task.

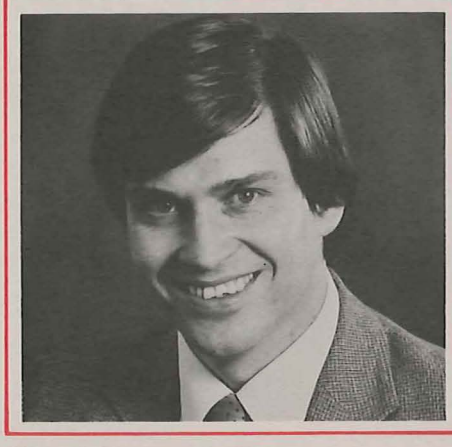
Regular reports have been prepared on the financial performance of the various trading operations of the Commission. Reports to the Abel Tasman Advisory Board contain comprehensive statistics on a range of matters relating to passengers, passenger vehicles, on-board spending and freight movement.

Mr. Brian Heerey, Accountant, retired on 25 June 1988, after ten years service in this Division. Best wishes are extended to Brian and his family.

As a result of this retirement, the Division was restructured and the following appointments were made —

- Mr Ron Lucas, Finance Manager
- Mr Rendell Ridge, Accountant
- Mr Craig Jeffery, Marine Accountant

Each of these officers has had extensive experience with the Audit Department.



Finance Manager Ron Lucas.

DATA PROCESSING

The Data Processing Section provides hardware, software and technical facilities to all divisions of the Commission including TT-Line, P.T.A. Engineering and Road Safety. Bureau services are provided to seven government agencies, the main users being:

- State Fire Commission
- Metropolitan Transport Trust, and
- Department of Sea Fisheries

The large volume of applications are processed on five mainframe processors:

- Prime 9750 — bureau facility
- Prime 750 — on-line system dedicated to the Motor Registry and Police Department offices
- Prime 550 II — internal applications and development system
- ICL ME 29/45 — Ferrypars Passenger Reservation System and
- ICL ME 29/54 — back-up processor, development and videotex machine

During the year continued improvements were made to the payroll, debtors and costing systems. Major tasks undertaken were the development of word processing

facilities for the Motor Registry and Public Vehicles sections and the development of the direct banking/cashless payroll system. Statistics relating to the Bruny Ferry Service will come on-line from 1 July, 1988.

Other systems developed included —

- employment/funding planning for the personnel section
- new traffic codes
- common expiry dates
- bulk renewal billing
- driver licences — inclusion of organ donor requests
- Bicentennial plates
- re-write of traffic engineering accidents statistics entry facilities

Many changes were made to the Bass Strait Ferry Passenger Bookings Reservation System "Ferrypars" during the year. Most of these initiated from new marketing strategies designed to increase passenger levels. In 1987/88 183,197 regular passengers as well as 1,015 "Cruise to Nowhere" passengers and 49,095 vehicles were booked, ticketed and manifested on the system.

Software is being designed to accommodate the requirements relating to the Bank Settlement Plan, which resulted from TT-Line's initiative in aligning itself with I.A.T.A. (the International Air Transport Association).

This arrangement will strengthen cash control and enable each of the travel agents registered with I.A.T.A. (about 1200) to issue tickets direct to the customer. This is far more efficient than the present method of issuing the ticket from the nearest travel centre or TT-Line shipside office.

The need to constrain staffing resources has initiated many requests to computerise applications, particularly the General Ledger, Personnel Records, Stores Inventory, Records Management System and the Motor Registry Suspense Account. Several of these functions will be commenced in 1988/89, in order that the Divisions concerned can continue to perform their functions at an appropriate standard.

Peter Tipping with the Prime 9750.

FINANCE DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

1. To ensure that the accounting records and other financial statements of Transport Tasmania for the 1987/88 financial year are approved by the Auditor-General without qualification.

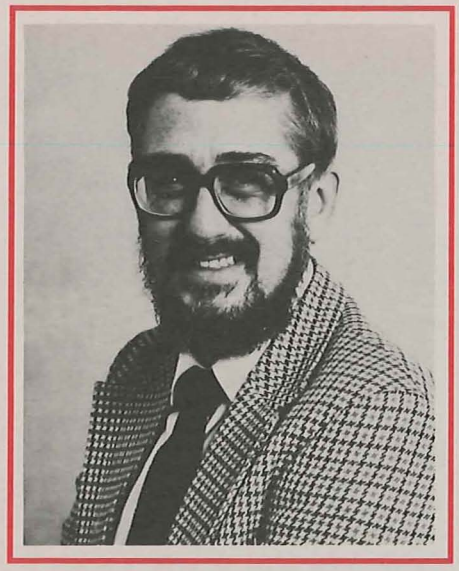
2. In conjunction with Treasury, undertake and complete a review of the current funding legislation in relation to recurrent services.

3. To provide the Commission and each Divisional Head with regular committed expenditure and revenue reports related to budget estimates, including budget projections over the whole financial year.

4. To carry out a cost benefit analysis for computerisation of all major applications including:

a. stores inventory;
b. records management;
c. Motor Registry
   - Suspense Account/Drawing Account
   - standard letters (on line) bulk renewal transaction (common expiries)
   - overdue renewal notices
   - vehicle inspection notices;
d. TT-Line — management information system;

and to establish a prioritised D.P. work programme to accommodate required applications.



A.J. Allingham, Acting Solicitor

LEGAL SUPPORT

- Providing legal advice for all Divisions
- Drafting legislation
- Providing general legal support to the Commission
- Providing legal support for Metropolitan Transport Trust

Legal Division

The Legal Division provides a full range of legal services to the Commission and its officers. It provides advice on matters pertaining to the Commission's activities and, in addition:

- Provides legal representation for the Commission and the Registrar of Motor Vehicles before courts of all jurisdictions, including the Supreme Court, the Court of Requests, and Courts of Petty Sessions, as well as the Public Vehicles Licensing Appeal Tribunal.
- Is responsible for obtaining all insurance cover for the Commission, including TT-line, and for dealing with claims made both by and against the Commission.
- Drafts regulations and by-laws. Assists in the preparation of clause notes and second reading speeches.
- Is responsible for collecting outstanding accounts for the Commission, particularly in relation to damage to Commission vehicles and traffic signals, PTA Engineering and TT-line debtors.
- Advises on Workers' Compensation and Common Law claims and represents the Commission when such claims are disputed or defended.
- Conducts prosecutions where legal representation is considered desirable.
- Is responsible for negotiating and drafting a wide variety of commercial contracts.
- On request, provides advice to, and representation for, the Metropolitan Transport Trust on a fee-for-service basis.
- Carries out conveyancing on behalf of the Commission.
- Handles insurance matters for Transport Tasmania as a whole and in particular TT-Line.

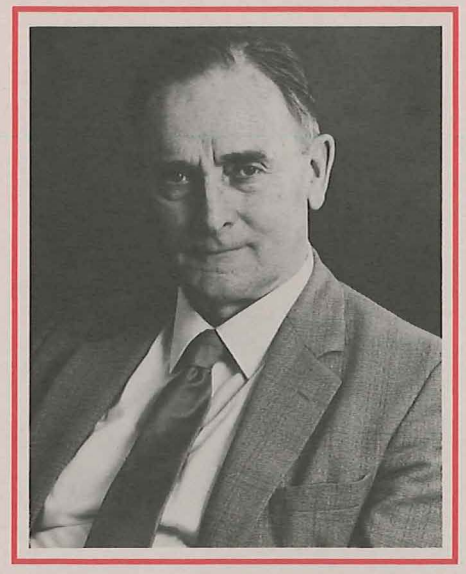
During the year Mr Fred Joughin retired as Solicitor after 30 years distinguished service with Transport Tasmania. The Division wishes him a long and enjoyable retirement.

Significant activities carried out during the year were:

- The provision of legal support to the Commission in the Tamarack case
- A restructuring of the insurance cover for the "Abel Tasman"
- Conveyancing and other legal matters involved in the sale of PTA Engineering

LEGAL DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

Following the retirement of the Solicitor the Legal Division is to be restructured. The nature of the restructure has not yet been finalised.



D.C. Keyes, Director
Personnel & Industrial Relations

PERSONNEL

- Undertaking manpower planning
- Carrying out staff selection and recruitment
- Undertaking counselling
- Managing training and development
- Supervising occupational health, welfare and safety
- Maintaining consistent personnel procedures and practices
- Maintaining staff records and information systems

INDUSTRIAL RELATIONS

- Managing all Transport Tasmania industrial matters
- Minimising industrial conflict
- Liaising and negotiating with unions
- Representing Transport Tasmania at Federal and State Industrial Tribunals

Personnel and Industrial Relations Division

The Personnel and Industrial Relations Division was formed in December 1985 with the recognition of the need to upgrade standards of personnel administration within the Commission. This followed a broadening of Commission activities with the introduction of the "Abel Tasman" service and the enactment of the Tasmanian State Service Legislation.

The extent of the Division's responsibilities is apparent when it is considered that Transport Tasmania employed over 750 staff at 30 June 1988.

The Division's establishment comprises the Director and seven staff.

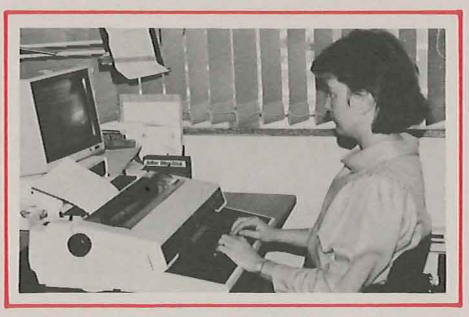
The aims of the Division are to manage, develop and foster resources in such a way as to establish mutual confidence, loyalty and respect between the Commission and staff.

The Division has a primary interest in staff and encourages employees to discuss such matters as:

- their future career
- conditions of service
- training and personal development
- opportunities for career diversification
- any personal matters affecting their work performance

By emphasising a consultative and advisory role, the Division aims to be seen as more accessible and better able to improve the quality of life and job satisfaction of staff.

It believes that achievement of this aim is in the best interests of both Transport Tasmania and the public which it serves.



Judy Gleeson, Personnel and Industrial Relations Division secretary.

PERSONNEL

The Division does not see personnel and industrial relations as separate. They are seen as complementary and essential components in achieving efficient management practices within Transport Tasmania.

Staff have accepted that the Division is there to assist. Employer and employee relations have benefitted on a number of occasions from the involvement of personnel staff, either directly through counselling, or more formally.

Training and Development

In times of diminishing resources Transport Tasmania realises that its staff need the necessary skills to perform their tasks more efficiently and contribute to greater productivity.

During the year Commission staff attended various courses to improve or upgrade their skills. Courses attended included the following subjects:

- Management Practices
- Management Development
- Personal Effectiveness
- Time Management
- Effective Writing
- Introductory Accounting
- Effectiveness Training for Women
- Negotiation Skills

A program of analysing training needs, evaluation of courses and individual goal setting, following courses, has been devised.

The majority of courses attended by staff were designed and provided by the Department of Public Administration. Emphasis is also being placed on in-house training. Personnel staff are now more than adequately trained to run such programs.

Seminars

Seminars on retirement arrangements for senior staff and to explain provisions of the amended Retirement Benefits Act were co-ordinated by the Division, and other staff

meetings on such matters as recruitment and occupational safety procedures were held throughout the year.

The Division sees "people participation" and working groups as key elements in improving communication and creating awareness of the activities of Transport Tasmania. These seminars are one means of improving communication.

Occupational Health Welfare and Safety

Advice was given on issues such as workers compensation and health matters affecting staff.

A working group of fire wardens has been established. Training of staff in first aid has led to the appointment of key First Aid Attendants in all offices of Transport Tasmania throughout the State.

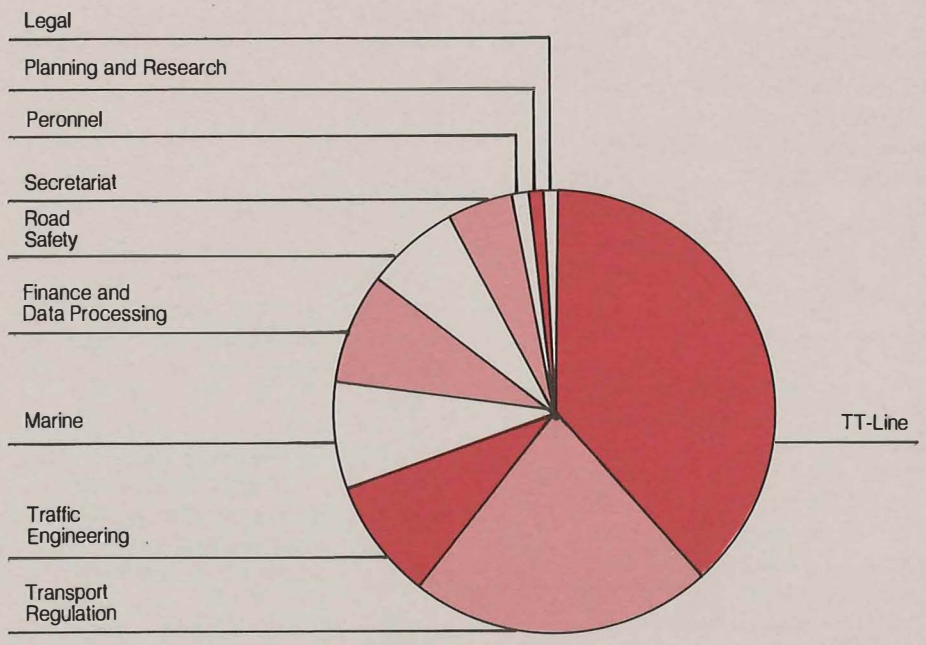
Staff Establishment

During the year, in line with Government policies the core staff number was maintained at a constant level.

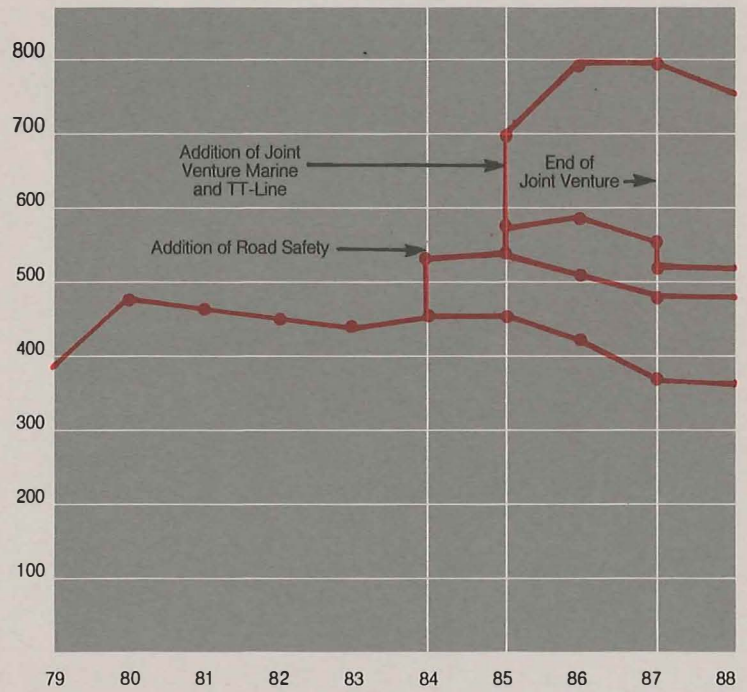
At 30 June 1988 total staff employed by the Commission was 760. This figure includes part time staff, the total FTE being 684.As PTA Engineering is to be sold to private enterprise effective 1 July 1988, staff numbers will be reduced by about 77 immediately after the close of the year.

INDUSTRIAL RELATIONS

This section has been active in most areas of Transport Tasmania during the year particularly with National Wage Case Second Tier matters. In both seagoing and shorebased industrial relations arenas, good personnel practices have, on a number of occasions, averted industrial conflicts.



COMPOSITION OF TT WORK FORCE
(not including PTA Engineering)



TOTAL STAFF NUMBERS

However, not all problems are resolved without an arbitrator. The Division's Director, Industrial Manager and Assistant Industrial Manager, have represented Transport Tasmania on a number of occasions before State and Federal Industrial Tribunals.

Maritime Industry Advisory Council (MIAC)

This Council, under the Chairmanship of the Minister for Industrial Relations, was established in 1982 as a means of maintaining reliable and efficient transport links with the mainland and overseas. The Council is essentially a forum for the monitoring of Tasmanian transport by sea, air and land, and is vitally concerned with obtaining exemptions from transport related disputes.

The Personnel and Industrial Relations Division plays a key role in MIAC and currently the Industrial Manager of the Division is the Secretary of the Council. On many occasions this year, by direct approaches to the unions involved or through the ACTU, Tasmanian trade was exempted from disruption or disruptions were minimised during times of industrial disputes.

PERSONNEL AND INDUSTRIAL RELATIONS DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

1. To establish a comprehensive computer based Human Resources Management Information System for Transport Tasmania.

2. To examine, review and to report regularly on the appropriateness of the Agency's establishment, to ensure that personnel resources are effectively deployed to carry out their functions.

3. To identify and implement ways of motivating the workforce for the mutual benefit of the Agency and its employees.

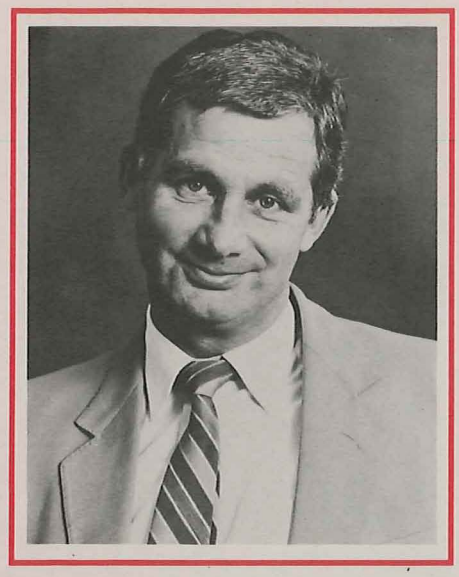
4. To measure individual performance by developing a standard staff appraisal procedure for all staff.

5. To identify the training needs of the Agency and its personnel and to formulate a comprehensive program for implementation.

6. To establish a cost effective occupational health, welfare and safety service resulting in a measurable reduction in:

a. the incidence of sick leave;
b. the number of work related accidents;
c. the total number of lost work days.

7. To foster good industrial relations leading to the elimination of the need to resort to arbitration.



B.G. Madden
Director of Road Safety

Division of Road Safety

The Division of Road Safety seeks to reduce the road toll mainly through its school and media education activities.

These major activities are reinforced by related hazard containment and advisory roles which, in themselves, also contribute to the underlying objective of minimising road trauma.

The Division was transferred from the Police Department to Transport Tasmania in 1983. Despite its position within Transport Tasmania, it reports to the Minister for Road Safety as distinct from the Minister for Transport.

ROAD SAFETY EDUCATION IN SCHOOLS

Considerable importance is attached to providing road safety education in schools as a means of influencing young people to adopt safe road user behaviours while in their formative years. It is difficult to implement this strategy to the extent that is desirable, however, given the increasing demands on teachers and the large measure of school autonomy in determining which of the many competing subjects should be taught as part of the overall curriculum.

Against this background it is pleasing to note that the initial popularity of the junior and senior primary school "Out and About" road safety programmes has been maintained despite the fact that they were introduced last year and a possibility existed that their novelty would have worn off. A similar positive response by teachers and pupils to the recently commenced pre-school version of this curriculum unit is also encouraging as is the Division's gaining access to land in Burnie and Launceston suitable for off road pre driver education purposes. This development should further increase the demand for its pre driver education programmes in the North of the state.

Of potentially greater long term significance in teaching road safety education in schools, however, has been the inclusion of all the Division's current courses in the Education Department's new compulsory Health Education syllabus. This formalises instruction in existing subjects and, more importantly, provides the basis for a significant expansion of such activity in the future.

ROAD SAFETY EDUCATION IN SCHOOLS

- Teaching road safety
- Assisting teachers to teach road safety
- Developing road safety curricula and teaching resources

COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION

- Undertaking mass media campaigns
- Making road safety media statements
- Organising public displays
- Monitoring child restraint hire schemes
- Presenting road safety education to specific groups

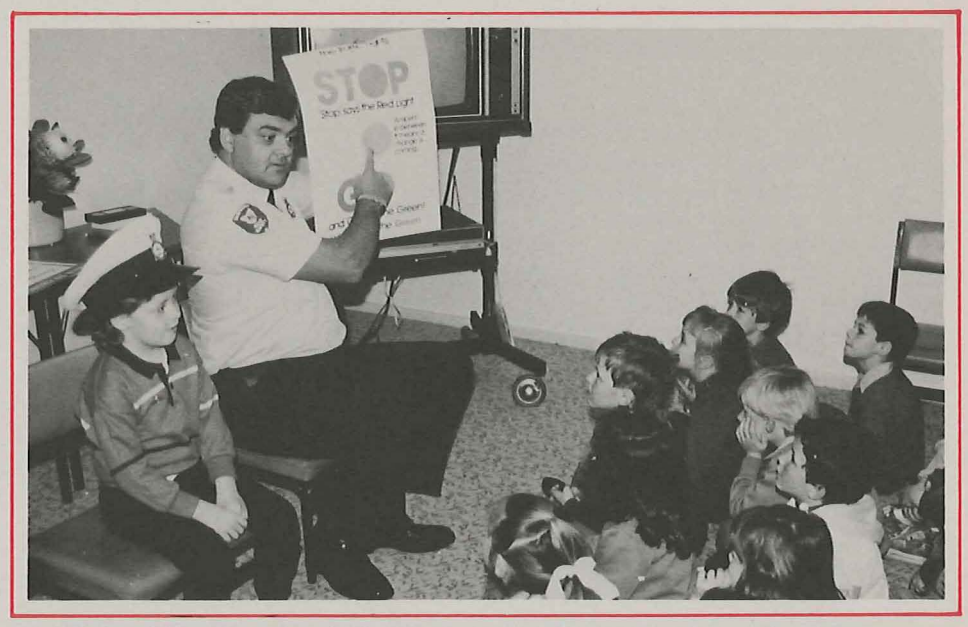
e.g. defensive drivers, first year drink drive offenders, commercial driver instructors, parents and friends associations, community groups, clubs, etc.

HAZARD CONTAINMENT

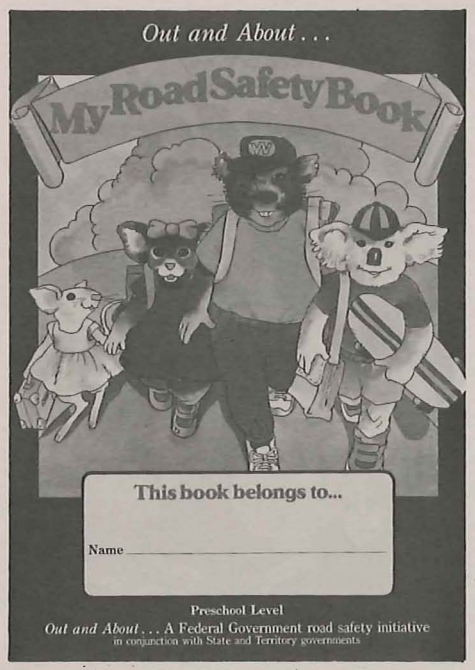
- Supervising school crossings
- Monitoring school bus safety
- Supervising mass movements of students
- Investigating and rectifying road hazards

ROAD SAFETY INFORMATION

- Briefing Minister for Road Safety
- Analysing accident statistics
- Providing advice for future legislation



Road Safety Officer Ross Crayford with an attentive class and newly recruited helper.


Out and About . . .
My Road Safety Book
This book belongs to...
Name
Preschool Level
Out and About . . . A Federal Government road safety initiative
in conjunction with State and Territory governments

Some of the "Out and about" gang bringing road safety to children.

COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION

The Division believes that media advertising can play a significant part in encouraging people to adopt safe practices on the road. Unfortunately it has been unable to perform its community education function as much as it would like, however, because of inadequate funds. Although it was able to reduce the extent of this problem through the Director of Road Safety making free public statements and utilizing various forms of sponsorship, this remained as a continuing concern.

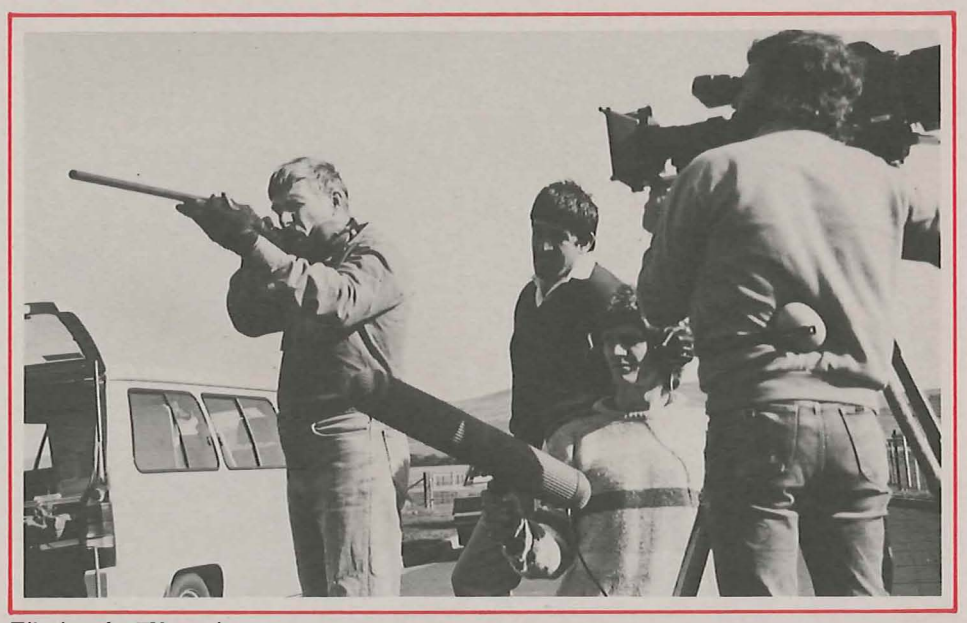
Notwithstanding this difficulty, the Division was able to mount awareness campaigns at heightened danger periods and the fatality free Easter season, in particular, serves as a convenient illustration of their effectiveness. It also conducted two specific purpose campaigns, one focusing on speed reduction and the other on the wearing of bicycle helmets.

The speed reduction campaign, which was directed at the North West coast, was presented as part of an integrated joint agency effort. Utilizing the visual metaphor of cars being fired by a shot gun as a means of conveying the slogan, "Speed Can Be a Deadly Weapon", it created considerable public impact. This can be seen from a survey of the target audience which indicated that 94% of the respondents had heard of the slogan. Moreover, 92% of the respondents who expressed an opinion regarded it as being either "extremely effective", "very effective" or "effective" in getting the message across.

"Speed it can be a deadly weapon" press ad.

The bicycle helmet promotion which was directed at 11 to 14 year old cyclists — the most at risk group — was the second of its kind in as many years. Post campaign surveys suggest that it increased helmet wearing rates for the target group to 19%. This compares with less than 3% prior to the initial campaign.

Bicycle helmet promotion has continued to have a high priority.



Filming the TV version.

ROAD SAFETY HAZARD CONTAINMENT

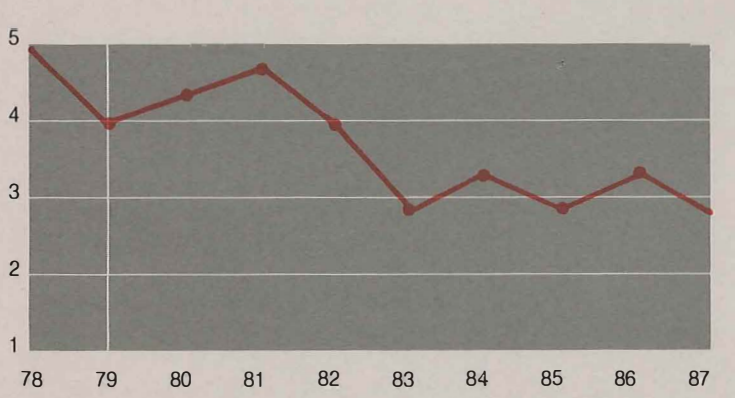
Much of the Division's hazard containment activity is centred on the school environment. The effectiveness of its performance here can be gauged by the very small number of accidents reported in this area. An example of this general pattern is the fact that during the year no accidents were reported at the 70 hazardous sites patrolled by Division guards. This is an impressive achievement when it is noted that in a normal school day in excess of 14,000 individual pupil road crossings are supervised.

ROAD SAFETY INFORMATION

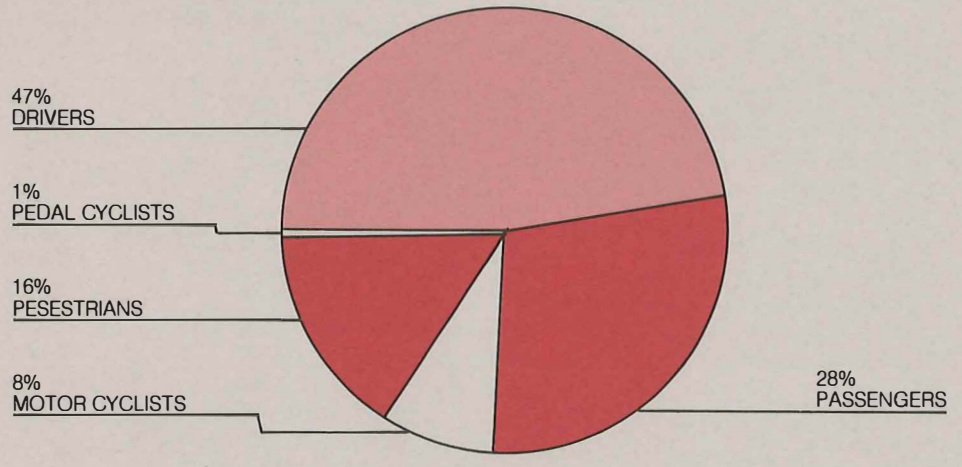
The Division's information/advisory service includes the provision of data based reports on fatalities. The graph of fatalities as a proportion of vehicles on the road shows that last year's figure was the equal lowest in the past 10 years.

Despite this relative success, the challenge remains to attempt to further improve these statistics for there can be no reason for complacency when too many Tasmanians die unnecessarily on our roads.

The Division's ongoing efforts to address this continuing problem are reflected in its aims and objectives for next year.



FATALITIES PER 10,000 REGISTERED MOTOR VEHICLES



FATALITIES BY TYPE

DIVISION OF ROAD SAFETY: OBJECTIVES AND TARGETS FOR 1988/89

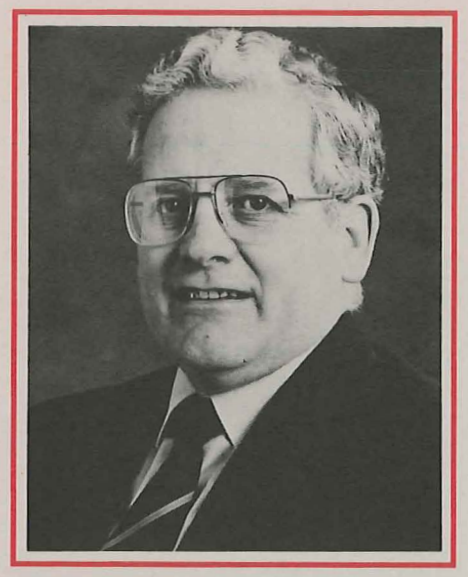
To promote road safety through:

1. Achieving a 20% increase in school student exposure to road safety studies by:
   a. developing two new curriculum units
   b. consolidating the recent incorporation of all road safety curriculum units in the Education Department's new compulsory health education syllabus
   c. liaising with the newly appointed network of Education Department health convenors and school health co-ordinators to encourage the use of these curriculum units
   d. updating video teaching aids and
   e. progressing development of the a driver training area in Launceston.

2. Achieving a 70% increase in community education through media advertising to permit:
   a. general heightened awareness campaigns prior to Christmas and Easter.
   b. a bike helmet campaign
   c. a pedestrian campaign
   d. a speed reduction campaign in the South of the state.
   e. frequent puppet presentations of road safety messages on childrens' TV.
   f. adequate publicising of changed traffic laws that have road safety implications.

3. Maintaining present hazard monitoring levels, especially in relation to the school environment, and working co-operatively with other agencies and groups on a variety of measures designed to reduce the road toll.

The latter activity includes the Division:
   a. monitoring and reporting on the progress of the current Alcohol Ignition Interlock project
   b. assisting in efforts to reduce the mortality rate of critically injured victims of road accidents resulting from delays in their treatment and
   c. working towards the objectives of extending the written test for the "learner's licence" to all school students and increasing the proportion of defensive driving questions in driver licensing tests.



A.V. Peters
Chief Traffic Engineer

Traffic Engineering Division

The Traffic Act 1925 vests in Transport Tasmania the responsibility for overseeing the safe and efficient movement of all traffic, both vehicular and pedestrian, on the Tasmanian road system. The Traffic Engineering Division carries out this role by :

- providing advice to government and other relevant bodies both via departmental channels, and through membership of the Road Safety Strategy Committee
- co-ordinating road-safety related activities at agency level by means of the Road Safety Liaison Group, (RSLG). Chairmanship and secretarial support of RSLG are provided by the Division.
- dissemination of road safety information by means of the Traffic Safety Trends and Accident Update bulletins
- reviewing and recommending rationalisation of traffic regulations (Regulation Review Sub-Committee of RSLG)
- assessing all traffic-related development proposals for their potential effects on safety, mobility and amenity
- investigating and facilitating solutions to traffic problems reported by the general public, municipal authorities or other bodies
- providing specialist advice on traffic engineering matters to road construction agencies at both State and local government level.

GENERAL

- Development of road safety policy advice and initiation of relevant approved policies
- Co-ordination of safety related activities of relevant agencies involved in road safety in Tasmania
- Dissemination of road safety and accident analysis information to relevant bodies
- Development and rationalisation of Tasmanian traffic regulations

TRAFFIC SIGNALS

- Installing, modifying and maintaining traffic signals and associated equipment
- Fabricating and manufacturing of components used in traffic signal sites
- Managing computer controlled signal co-ordination systems
- Providing statewide installation and maintenance service for users of Transport Tasmania's mainframe computer system

ROADS AND SERVICES

- Approving the installation of all traffic control devices
- Investigating traffic management and traffic safety problems
- Evaluating future traffic management requirements
- Liaising with local authorities and government departments concerning traffic safety
- Providing designs to local authorities for recommended traffic management schemes
- Providing professional advice of a traffic engineering nature to parties proposing new subdivisions and other developments
- Installing and maintaining line-markings within urban areas and at traffic signal sites

ACCIDENT RESEARCH

- Maintaining mainframe accident database
- Analysing and making recommendations on safety policy
- Monitoring accident trends
- Developing and evaluating safety programs

ADMINISTRATION

- Providing clerical support to other Groups within the Division
- Preparing and monitoring the Division's budget
- Maintaining Division stores
- Co-ordinating the maintenance and replacement programme for vehicles, plant and equipment

GENERAL ACTIVITIES

The twelve months ending 30 June 1988 saw a number of major projects being completed and new traffic control strategies introduced.

The more notable projects included:

- Contributions to Road Safety Strategy Committee projects on Bass Highway safety and preparation of a brief for a Road Safety Initiatives Study
- Completion of the Tasman Highway/Davey Street extension traffic control system
- Installation of traffic signal control devices for the opening of the Launceston Southern Outlet to Wellington Street

- Assisting the Hobart City Council with the introduction of the resident permit parking scheme
- Development of 'Black category' accident site analysis techniques
- Submission for publication of results of targetted enforcement program developed with Tasmania Police
- Development of a means of protecting computer peripherals against voltage surges

Road Safety Co-ordination

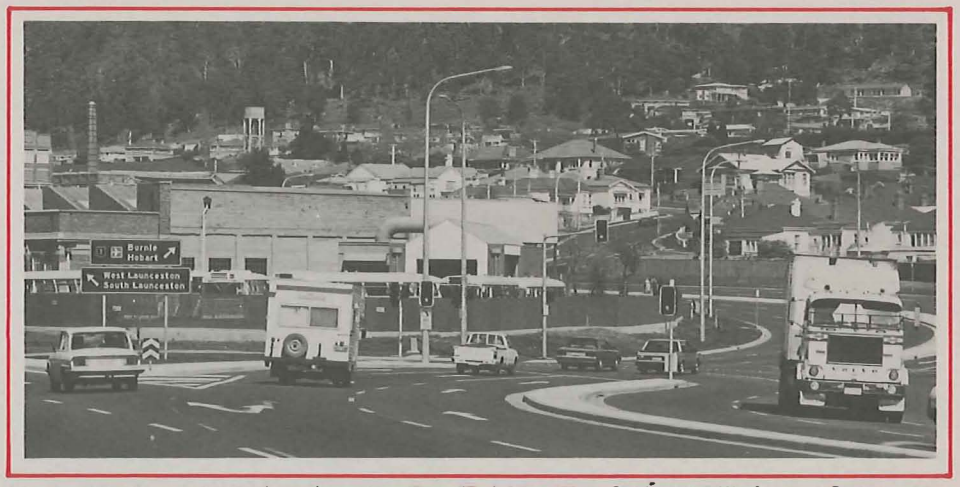
Department officers spent considerable time on road safety policy recommendation, co-ordination and communication during the year.

Highlights included contributions to the development by the Road Safety Strategy Committee of an integrated package of countermeasures for high accident locations on the Bass Highway West of Deloraine. Co-ordinated publicity, enforcement and engineering measures were recommended, and evaluation (see Accident Research Group report later in this section) has shown that serious accidents in treated areas have significantly decreased since the package was implemented.

The Road Safety Liaison Group is chaired by the Chief Traffic Engineer and has secretarial support provided by the Division. Established in 1981, the RSLG acts as a forum for information exchange and hence, co-ordination between agencies involved in road safety management in Tasmania. During the year the RSLG began a major review of regulations affecting motorists in the state. A special regulation sub-committee has been set up to carry out the groundwork involved in this task.

ROADS AND SERVICES GROUP

During the year the Division's engineering staff investigated over 3,000 traffic problems or proposals raised by various Government and private agencies or by the public. These also included the accident black spot and fatal accident locations identified through the Division's accident statistics.



New traffic signals at the junction of Launceston's Southern Outlet and Wellington Street.

Major Projects

1. Southern Outlet — Glen Dhu Corridor

The Southern Outlet at Launceston has been constructed as part of the National Highway route to provide a direct connection from the Bass and Midland Highways to the centre of urban Launceston. The one-way traffic flows of Wellington Street and Bathurst Street connect the Southern Outlet to the Northern Outlet and the East Tamar Highway.

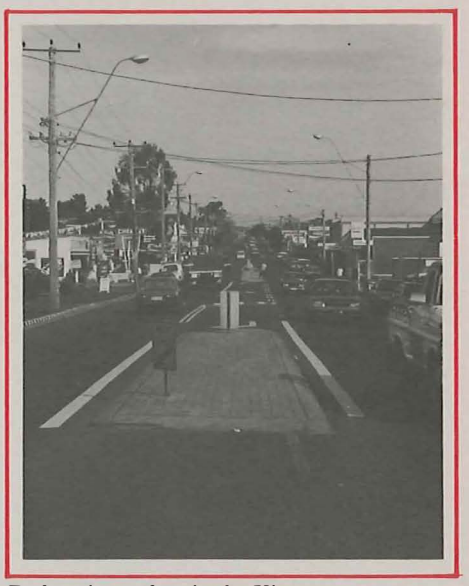
The Glen Dhu Corridor section of the Southern Outlet was commissioned in May 1988. Prior to this, the Traffic Engineering Division was closely involved with the detailed design of road geometrics, lane arrangement, and traffic signal installation and control in the vicinity of Howick Street and Wellington/Bathurst Streets in the Glen Dhu area.

2. Resident Parking Scheme

Towards the end of 1987 the Division worked closely with the Hobart City Council to introduce as a six month trial a resident parking scheme in the Glebe area. With the success of the trial, Council now propose to progressively extend the benefits of the scheme to other residential areas of Hobart over the next two years.

Other Activities

The Division investigated a large number of problem issues, resulting in various traffic control measures being implemented. Some solutions were implemented by Division officers while some were carried out by local government on the Division's recommendation. While only four roundabouts were installed in the state during the year, some success was achieved in addressing pedestrian safety needs by gaining local government agreement for the installation of ten pedestrian refuges around the state. The most significant installation was that provided through the Kings Meadows Shopping Centre to enhance the community shopping environment.



Pedestrian safety in the Kings Meadows shopping centre was improved with the installation of pedestrian refuges.

This year traffic studies have covered a more diverse range of topics than the local residential areas of recent years.

Reports produced in conjunction with other agencies were:

- Burnie Central Area Traffic & Parking Study
- Derwent Entertainment Centre, Traffic Impact Report
- Tamar Region Roads Study

- Derwent Region Roads Study, Priority Ranking of Road Projects

Other completed traffic studies were:

- Lindisfarne — Flagstaff Gully Traffic Management
- Traffic Management — Howrah
- Traffic Management — Bellerive

The Division has been actively involved in encouraging local government statewide to take up the enforcement of kerbside parking restrictions. For some six months the Hobart City Council has been enforcing with success all parking restrictions within its parking meter area in business hours. Another five of the state's major councils are committed to the scheme and are well advanced in the preparation of the administrative arrangements required before the scheme can be put into practice.

Amendments were introduced to the Traffic Act and the Local Government Highways Act to enable the use of road humps as a traffic control device.

During the year office accommodation at Launceston was relocated to 55 Elizabeth Street. The Burnie office/workshop is presently in the process of relocating to new premises at Three Mile Line Road.

TRAFFIC SIGNALS GROUP

Traffic signals provide low cost solutions to traffic conflicts at intersections and in most cases defer the need for costly road works.

Major Projects

Installation of Audio Tactile Devices

Transport Tasmania in conjunction with the Royal Guide Dogs for the Blind Association has prepared a statewide list of priority traffic signal locations for the installation of audio tactile devices.

The audio tactile device produces a continuous audio signal complemented by a vibrating push button assembly thereby providing sufficient information for visually impaired pedestrians to cross the road in safety. Devices were installed during the year at the following locations:

- Brisbane and Murray Streets — Hobart
- Elphin Road (outside No. 83) — Launceston
- Best and William Streets — Devonport

Audio tactile traffic signals, such as this set on the Best and William Street intersection in Devonport, assist blind and elderly pedestrians.

As funds become available the devices will be installed at other traffic signal locations identified on the priority list.

New traffic signals were installed this year at:

- Barrack Street/Collins Street — Hobart
- Murray Street/Brisbane Street — Hobart
- Howick Street/Southern Outlet — Launceston
- Wellington Street/Southern Outlet — Launceston
- Torquay Road/Tarleton Street — East Devonport

Modifications were carried out to existing traffic signals at:

- Elizabeth Street/Brisbane Street — Hobart
- Campbell Street/Collins Street — Hobart
- Best Street/Rooke Street — Devonport
- Victoria Bridge/Formby Road — Devonport
- Mount Street/Pine Avenue — Burnie
- North Terrace/Mount Street — Burnie

The total number of signalised sites in Tasmania at 30 June 1988 was:

North West:	31
Launceston:	58
Hobart:	106

Manufacture

The traffic signals group manufactures much of its own hardware for use in traffic signals and supports local manufacturers and suppliers.

During the year a method was developed and published for protecting computer peripherals (mainly video display units) against damage from voltage surges. Considerable interest has been shown in the method both locally and from interstate.

Holger Saile from the Traffic Engineering workshops in Hobart checks a traffic signal controller.

Traffic Signal Control Room

Live reports on two Hobart radio stations continue to provide information to motorists in daily peak hour periods. Many school groups visited the control room during the year and the facilities were utilised by Tasmania Police during the visit of Queen Elizabeth II and the Tall Ships as well as for the management of parades and marches conducted through the city area.

A central computer control system similar to that operating at Hobart and Burnie is under construction at Launceston.

ACCIDENT RESEARCH GROUP

The Accident Research Group maintains the State's computerised traffic accident database and provides technical reports and policy analysis to a range of agencies and individuals concerned with traffic safety management in Tasmania. These include:

- Traffic Engineering Division
- Tasmania Police Traffic Control
- Department of Main Roads
- Division of Road Safety
- Local government authorities
- University and other researchers

On-going Activities

1. Black Spot Analysis

This year fourteen problem sites and sixty five fatal accident sites were reviewed. Recommendations were made for improvements where warranted.

2. Traffic Accident Appreciation

Using computer-assisted methodology, traffic accident appreciations on 229 different topics were produced during the year. Subjects ranged from single sites and local traffic areas to the analysis of collisions involving vehicles leaving driveways and the accident history of the Tamar Region.

Major Projects

1. 'Black Category' Site Analysis

During the year a program was commenced analysing accident sites to find those over-represented in accidents amenable to specific countermeasures. Sites highlighted included those displaying skidding problems (amenable to skid-resistant reseal), and single-vehicle accidents (sites which could benefit from edgelining treatments). The aim is to provide both local councils and the Department of Main Roads with lists of identified sites for consideration for amelioratory works.

2. Offence Deterrence Program

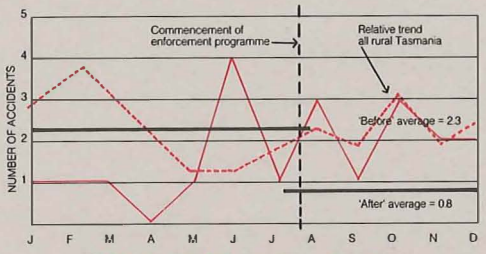
The close working relationship with Tasmania Police Traffic Control continued in 1987-88.

A major paper describing the accident reductions achieved via low-intensity targetted enforcement methods was completed and accepted for presentation at the September 1988 Australian Road Research Board Conference.

A third category of Offence Deterrence Program, complementing the existing Rural Highway Speed Reduction and Urban Alcohol Reduction Programs, was developed with Tasmania Police in 1987-88. The Rural Minor Roads Program, planned for introduction in nine areas on July 1, 1988, is targetted at those more peripheral rural localities in the State which have displayed elevated offence-related fatal accident frequencies.

3. Countermeasures to increased fatal accidents on the Bass Highway west of Deloraine

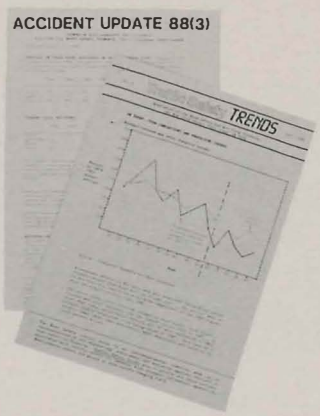
The Accident Research Group played a significant part in contributing to the development of the accident countermeasures recommended by the Road Safety Strategy Committee to combat the increased fatal accident frequency observed on the Bass highway west of Deloraine in 1987. As part of an integrated approach including engineering and publicity measures, offence deterrence programs devised jointly by the Accident Research Group and Police Traffic Control were established at two high-accident rural highway sections. The accident decreases following the inception of these programs are shown in the figure.



MAJOR CASUALTY ACCIDENTS BY MONTH: 1987
(Bass Highway enforcement areas)

Three issues of the Traffic Safety Trends newsletter were produced during the year. Three hundred copies of this newsletter are circulated to members of the police, staff of the Department of Main Roads, Road Safety Officers, Motor Accident Insurance Board personnel and others associated with traffic safety in Tasmania. The Western Australian Police Department now produce a similar newsletter based on the Tasmanian format.

In addition, the Accident Research Group provides a quarterly Accident Update to heavy vehicle operators in conjunction with the Tasmanian Road Transport Safety Council.



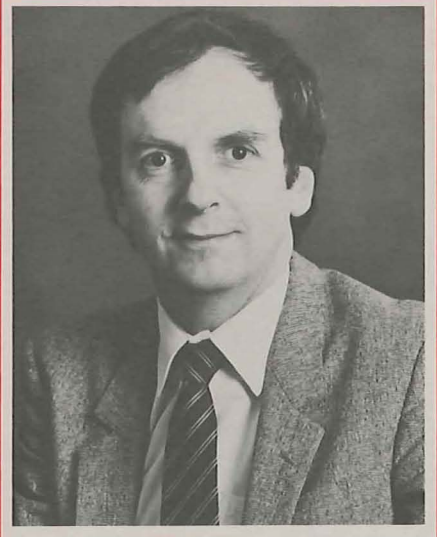
TRAFFIC ENGINEERING DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

The Division's prime goal is to enhance the safety, amenity and mobility provided for both pedestrian and vehicular traffic by the State's road system, by means of research, policy development and the implementation and monitoring of appropriate measures.

This is achieved by the pursuit of the following specific objectives:

- To continue the programme of accident reduction through application of low-cost engineering measures aimed principally at both intersection and mid-block black spots and roadside hazards.
- To undertake road safety research to improve the information base from which initiatives are developed.
- To improve safety in residential areas served by minor roads through traffic engineering initiatives and increased public awareness.
- To assist in the development and promotion of preferred practices relating to land-use development.
- To improve and co-ordinate the traffic control and guidance systems used within the State by means of the latest research into the effectiveness of hazard warnings and driver guidance systems.
- To foster a co-ordinated and uniform approach to road safety by the bringing together of relevant groups and the dissemination of good practice.
- To actively monitor the performance of the State's road system to ensure the effectiveness of existing road safety programs and the timely implementation of new programs.

The major target for the Division for 1988/89 is to contribute to a 2% reduction in the State's casualty accident rate per head of population.



W.J. Counsell, Director Transport Regulation Division and Registrar of Motor Vehicles

Transport Regulation Division

The Transport Regulation Division is responsible for the driver licensing, vehicle registration, public vehicle licensing and vehicle inspection responsibilities imposed upon the Transport Commission by the Traffic Act 1925 and associated Regulations.

The Division comprises four Branches — Motor Registry, Vehicle Standards, Public Vehicles and Office Systems. The nature of these branches is such that they are often the first point of contact the public has with Transport Tasmania. Staff are therefore encouraged to be particularly courteous and helpful.

REGISTRATION AND DRIVER LICENSING

- Issuing and control of drivers licences
- Organising motorcycle rider training
- Undertaking driver and rider testing
- Controlling vehicle registration
- Maintaining vehicle security register

VEHICLE STANDARDS

- Carrying out technical and engineering services including vehicle inspections
- Enforcing regulations
- Prosecuting offenders
- Supervising over-dimensional permits

PUBLIC VEHICLES

- Licensing of goods and passenger carrying vehicles
- Maintaining the Rail Protection Scheme

SUPPORT SERVICES

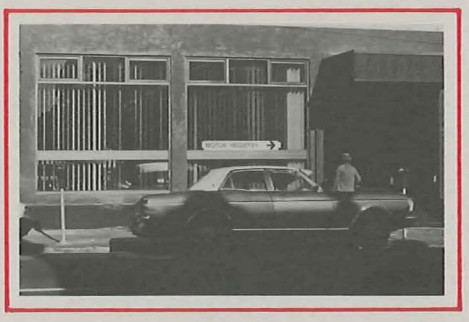
- System development
- Legislation development

REGISTRATION AND DRIVER LICENSING

The Commission's Motor Registry maintains records of all registered vehicles and licensed drivers in the State and carries out the following activities:

- Registration of vehicles
- Transfer of registration
- Issuing and renewal of drivers licences
- Recording demerit points
- Recording disqualifications of licences
- Collection of State taxes, namely:
  - registration fees
  - drivers' licence fees
  - public vehicle fees
  - rail protection permit fees
  - stamp duty
- Collection of MAIB premiums

Counter services to the public are provided from offices at Hobart, Launceston, Devonport and Burnie together with police stations throughout the State. Driver testing is carried out at all offices. In addition motorcycle rider training is provided at Hobart, Launceston, Penguin, Smithton and at various country centres.



The new Elizabeth Street premises for the Launceston Motor Registry opened during the year.

Driver and Motorcycle Rider Licensing and Testing

The classes of licence currently issued are:

Class	Description	Min. Age
A	Light Motor Vehicle	17
B	Med. Rigid Vehicle	19
C	Heavy Rigid Vehicle	20
D	Med. Comb.Vehicle	20
E	Heavy Comb. Vehicle	21
F	Comb. Pass. Vehicle	21
G	Motor Cycle	17
H	Multiply artic. vehicle.	21
I	Fork Lift	17
J	Mobile Machine	17

Licences can be renewed for from one to three years.

Period	Cost	No. at 30/6/88
1 year	$12	156,580
2 year	$23	11,647
3 years	$34	43,883

Since 1987 proof of identity has been required prior to the issuing of a drivers' licence.

On 30 June 1988 there were 261,729 basic current licences on issue in Tasmania. Additionally there were 9,119 learners, 8,102 provisional, 7,119 disqualified and 1,152 restricted licences. Restricted licences are issued on the authority of a Court order where unusual hardship results from licence disqualification.

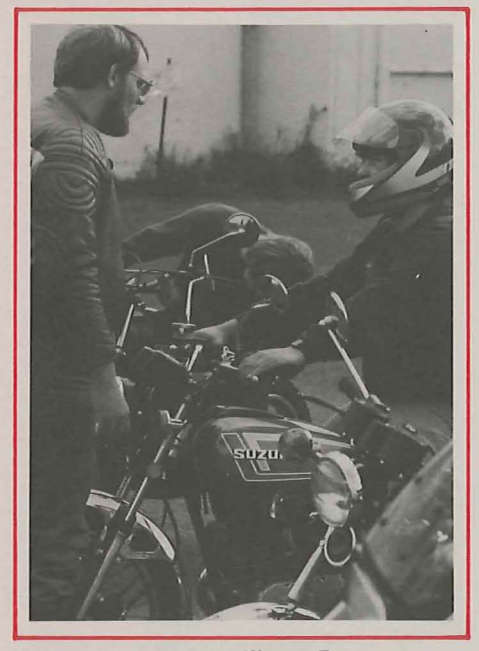
Motorcycle Rider Training Scheme

Transport Tasmania conducts two levels of motor cycle rider training to develop better riding skills and to reduce the high accident rate of inexperienced cyclists.

The Level 1 course is compulsory for persons wishing to obtain a learner's licence. The course consists of 9 hours of training extending over 3 weekends. The cost is $45 including the provision of a motor cycle.

Level 2 training is more advanced, for those seeking a provisional motorcycle licence. It consists of 12 hours of training over 4 weekends and costs $60. Applicants must provide their own cycles and riding gear. A current learner's licence is required.

A person completing a level 2 course is eligible to undertake a provisional motor cycle licence test conducted by a Motor Registry licence testing officer.



Motorcylce instructor Wayne Breen.

During the year 1,270 motorcycle riders undertook the courses offered at various locations in the state. Of those attending the courses 84% passed, 3% failed and 13% ether did not complete the course or completed it later.

Driver Instructor Training

Two training courses are offered to motor vehicle driving instructors.

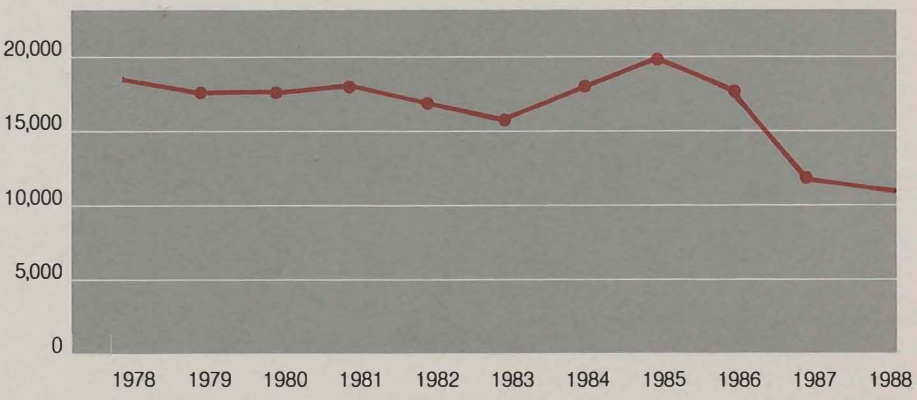
The first course is for existing licensed instructors. It takes 9 hours and costs $30. Instructors' licences expire 3 years from the date of issue and re-issue is subject to satisfactorily attending the 9 hour course.

The second course is for new candidates, it takes 26 hours and costs $200.

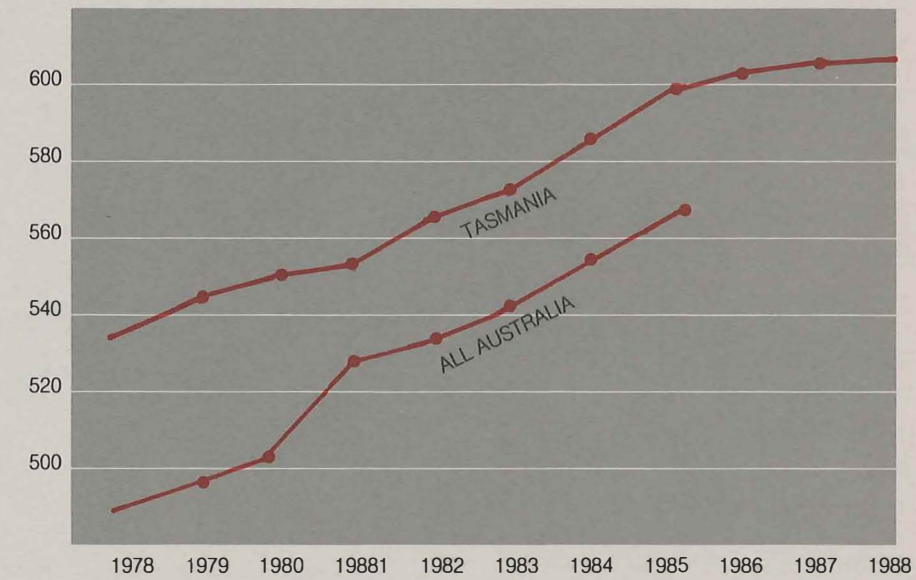
Both courses include segments on:

- Knowledge of the Traffic Regulations
- Defensive driving skills
- Teaching technique
- Dangers associated with drinking and driving; and
- Other aspects of safe driving

The courses are conducted by officers of the Division of Road Safety on behalf of the Motor Registry.



NEW VEHICLE REGISTRATONS



TOTAL VEHICLE REGISTRATONS PER 1,000 POPULATION

Vehicle Registration

At 30 June 1988 340,263 vehicles were registered in Tasmania.

Registration costs at 30 June 1988 were as follows:

REGISTRATION:	
Car or truck	$28
Motorcycle	$22
MOTOR TAX:	
Motorcycle	$11
4 cyl	$43
6 cyl	$62

Commercial vehicles are taxed at a rate varying with the GVM and GCM, the maximum tax being $1,200.

MOTOR ACCIDENTS INSURANCE BOARD:
Transport Tasmania collects premiums on behalf of the MAIB, the rate for private vehicles being $145.

Proof of Ownership and Vehicle Registration

With the exception of new vehicles registered by car dealers on behalf of clients under the Type Approval System, documentary proof of ownership must be produced before any vehicle can be registered.

Owners of vehicles which were previously registered in this State or elsewhere must provide registration history and proof of purchase from the last registered owner. Without this information registration will not be accepted.

These controls are necessary to combat the increasing number of stolen vehicles being presented for registration. To further assist, chassis numbers are now recorded as an aid to identification.

Vehicles Securities Register

Since November 1984 the Motor Vehicles Securities Register has been available for interested parties — finance companies, banks etc. or individuals — to register a financial interest in any vehicle registered in Tasmaia. The cost to register is $10.

Any person who fails to register an interest in a vehicle has no right of re-possession if the vehicle is sold to an unwitting third party.

The Register may be checked free of charge at any Motor Registry office or by telephone. A certificate verifying any entry can be issued for $2. The register is updated daily and at 30 June contained details of 49,111 vehicles.

Disabled Persons Concessions

The Motor Registry administers the disabled persons transport concession scheme issuing permits to those persons who qualify for travel assistance.

This includes exemption from motor tax, reduced registration and licence fees, extended parking rights and discounted taxi fares. To be eligible a person must be effectively unable to use public transport.

Organ Donor Register

An organ donor register was commenced on 18 June 1988. Drivers may now indicate on their licence their willingness to donate their organs for transplanting in the event of their accidental death.

During the first two months of operation there were 3,225 organ donors registered.

Bicentennial Number Plates

To mark the Australian Bicentenary a special commemorative number plate was designed. The plate, an example of which is featured on the front cover of this report, was issued in sets at a cost of $30 per set. At 30 June 5,004 sets had been sold generating over $30,000 in revenue.

Federal Interstate Registration

Since 1986 the Motor Registry has acted as an agent of the Commonwealth in registering vehicles used wholly in interstate trade under the Federal Interstate Road Transport Act 1985. At 30 June 1988 there were 164 vehicles registered under the scheme in Tasmania.

An interstate registration plate.

VEHICLE STANDARDS BRANCH

The Vehicle Standards Branch establishes and maintains standards for the design, construction and use of vehicles using public roads with regard to safety, environmental protection and public convenience.

This is achieved through the vehicle inspection system implemented by Transport Inspectors and supported by the technical, engineering and prosecution services provided by the Branch.

Rear Marking Plates

The introduction of rear marking plates for trucks was achieved in two stages: The first stage involved all trucks over 12 tonnes GVM or GCM (except log trucks) and began on July 22, 1987. Apart from a minor shortfall in the supply of the retro-reflective plates due to the last minute rush to purchase plates, the introduction occurred smoothly.

The second stage required rear marking plates to be fitted to log trucks by 1 December 1987. The delayed introduction for log trucks recognised the difficulties in finding a suitable system for mounting the plates on log jinkers.

The implementation of the rear marking plates has been successful and the retro-reflective signs are now warning motorists of the presence of heavy vehicles throughout the State.

Random Truck Inspections

A special program of random roadside truck inspections known as the "Truck Defect Deterrence Program" was conducted as a joint project between the Vehicle Standards Branch and the Traffic Engineering Division's Accident Research Group. The program was aimed at reducing the number of bald tyres and other defects commonly found in trucks involved in accidents.

The program was instigated because trucks involved in accidents in Tasmania were many times more likely to have bald tyres than cars involved in accidents. Trucks involved in fatal accidents were three times more likely to have bald tyres than other trucks involved in accidents.

The inspections used targetting and deployment methods which have successfully been used by Tasmania Police to reduce accidents by 60% in areas of previously high accident risk. The project provided a valuable demonstration of the benefits of rostering roadside inspections at random times and locations to improve the effectiveness of enforcement.

Automatic GVM Update

Following the introduction of increased truck load limits in December 1986 it was apparent that some truck owners had not sought an increase in GVM to take account of the higher legal limits.

The situation was overcome by the re-assessment of GVM ratings over a period of twelve months as the vehicles' registration came up for renewal. An adjustment only took place where the vehicle was designed to cope with the increased limits.

Over twelve months some 2000 vehicles have been re-assessed.

Chassis Numbers for Trailers

Chassis numbers became mandatory on trailers registered after 1 October 1987 to minimise the swapping of registration plates on more than one trailer and to assist with the identification of stolen vehicles.

To pass the pre-registration inspection, trailers must now have a chassis number clearly marked on the drawbar. To avoid duplication, numbers are allocated from a special computer generated list.

Roadside Inspection Forum

In order to improve standards of inspections and in the interests of better communication between the States a roadside inspection forum at Mildura, Victoria was organised between NSW, QLD, VIC, ACT, SA and TAS. Tasmania was represented by some of the Branch's senior inspection staff; they were held in high esteem by their peers from other States because their responsibilities extended well beyond mechanical inspections to include checks on registration, licensing and weighing for light vehicles as well as heavy trucks and buses.

The forum provided our officers with useful pointers to improving roadside inspections and demonstrated that the direction Tasmania has followed is the most effective approach to inspection and enforcement.

Night Inspections with Police Random Breath Test Units

Transport Inspectors have begun roadside safety checks in conjunction with the Police Random Breath Test squads. These checks enable the selection of unroadworthy, modified or unregistered cars from the traffic stream with a minimum of inconvenience to other road users.

Vehicle Inspections

The number of inspections has shown a steady decline since 1984. The result for this year is 13% below that for 1986/87 which is partially due to 1986/87 being the first full year of operation of a new inspection recording system giving more accurate statistics.

The over-riding reason for the fall-off in inspections is the continued reduction in staff numbers. The number of Transport Inspectors has been reduced by 12% to 23 due to retirements and transfers without replacement. Despite measures to improve efficiency and effectiveness the consequent reduction in inspections will increase the number of unroadworthy, unregistered and overloaded vehicles using public roads.

JUNE 30
VEHICLE INSPECTION STATISTICS

Transport Inspector Mark Ryan checks a log truck at Deloraine.

Prosecutions

The number of successful prosecutions has reduced by 9% from the previous year to 2249 reflecting the fall-off in inspections and enforcement mentioned above. The reduction in prosecutions is also explained by the introduction in October 1987 of regulations allowing the issuing of Traffic Infringement Notices for the use of unregistered vehicles; prosecutions for this offence fell by 39% to 214 while 236 Traffic Infringment Notices were issued. The continued growth in use of Infringement Notices for routine offences such as this will relieve the caseload of magistrates courts while increasing the number of offenders who can be penalised.

The predominant offences prosecuted are those involving the use of overloaded or unregistered vehicles and failure to transfer registration. There were 18 cases in which the magistrate ruled against the prosecution but the success rate remains better than 99%.

PUBLIC VEHICLES

The Public Vehicles Branch maintains records of all licensed public vehicles operated in Tasmania, including cabs, hire cars, buses, tractors, hire and drive vehicles and aircraft.

The Branch processes applications for new licences, changes of conditions on existing licences (including bus routes, timetables and fares) and transfers of licences for consideration by the Commission.

During the 12 months to 30 June there were 3499 applications for public vehicle licences, of which 80 were refused and 59 withdrawn. Of the remainder, 91 warranted formal hearings or enquiries.

Additionally 2215 public vehicle licences were transferred during the year.

Revenue collected this year from Public Vehicle licence fees was $229,285. Licence fees for public vehicles have not been increased for the last 22 years.

From 1 June 1987 fees covering the lodgement of applications for Public Vehicle Licences were introduced. These fees are payable to the Commission for each application. The fees are not refunded and are designed to offset some of the cost of processing applications for licences. During the year $42,209 in application fees was collected.

Public Vehicle Licence Appeal Tribunal

As a consequence of Transport Commission decisions in respect of public vehicle licence applications, some 27 appeals were lodged with the Tribunal. Ten were upheld, 7 dismissed and 10 were withdrawn.

Rail Protection Fees

During the year, a new system of rail protection fees was introduced. In the past, fees were levied as out-of-area fees, payable if the vehicle travelled outside the traffic area for which it was licensed.

The new system uses the same scale of fees (1.4 cents per tonne kilometre) but is levied on a distance basis only, without reference to traffic area.

In general, fees are payable if Rail Preferred Goods are carried more than 100 kms.

The present Rail Preferred Goods are

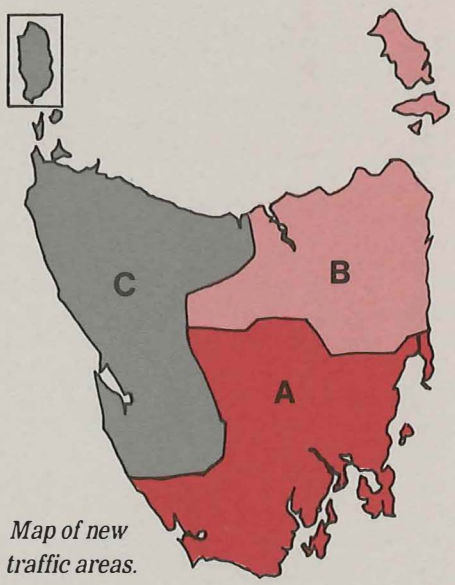
- Cement
- Fertiliser
- Logs
- Timber
- Coal
- Acid
- Limestone

Fees collected by the Commission last financial year amounted to $235,091. 42 carriers were prosecuted for operating out-of-area without a permit.

Traffic Areas

In June, the Government approved a proposal to enlarge the areas in which goods carrying vehicles may operate by replacing the existing areas with three new enlarged traffic areas.

Traffic area A covers the central and southern part of the State. The north and north-east including Flinders Island is area B and the north-west and west including King Island is area C. There are no overlapping areas.



Map of new traffic areas.

From 1 July 1988 new licences for goods carrying vehicles will be issued for one of these areas only, but vehicles will be permitted to travel to and from as well as within each area.

The Division oversees the safe operation of goods vehicles on Tasmanian roads.

Existing cart, carrier and ancillary licences may elect to change the area for which they are presently licensed to one of the new enlarged areas.

Ancillary Licences

Recent amendments to the Traffic (Public Vehicles) Regulations mean that most light and medium vehicles no longer require ancillary licences.

All vehicles, excluding tow trucks, with a GVM or GCM of 12 tonnes or less (or vehicles not capable of carrying more than 7 tonnes) are now exempt from the requirement to be licensed as ancillary vehicles. This includes cars, station wagons, utilities, panel vans, light trucks and most medium trucks.

The criteria for the use of loading zones were changed at the same time so that from 1989 only genuine commercial vehicles will be permitted to use loading zones.

Buses

At 30 June 1988 1050 buses were licensed in Tasmania. Since 1973 Transport Tasmania has inspected the majority of buses in the State including those owned by private organisations, Government Departments and Instrumentalities (with the exception of the MTT) and charitable organisations. Buses are inspected each 6 months. The total inspections for the year (including re-inspections) amounted to 2866.

The standard of buses in the State remains high, although the age of some buses is causing concern.

Introduction of New Services

The Public Vehicles Branch actively encourages coach operators to provide additional services throughout the State, particularly to remote and unserviced areas.

Over the year the following new services were established:

- Bicheno/Launceston via Lake Leake Highway
- Scottsdale/Launceston (students only)
- Cradle Mountain Lodge/Caravan Park
- Rangers Station/Learys Corner
- Luina/Waratah/Que River Mine/Mackintosh Mine
- Tullah/Hellyer Mine
- Hellyer Mine/Devonport
- Sorell/Midway Point/Hobart (trial Saturday service) leaves Sorell 8.30 am — Leave Hobart 12.30 pm

Timetables and Fares

Schedules of approved timetables and fares are now available for sale to bus operators, tourist authorities and the general public. They cover:

- Fares on all private bus services in operation in Tasmania.
- Routes and Timetables including general conditions of licence on all private bus services conducted throughout the State.

These publications will be updated if required in March and September each year and are available at a cost of $10.00 each or $15.00 the pair.

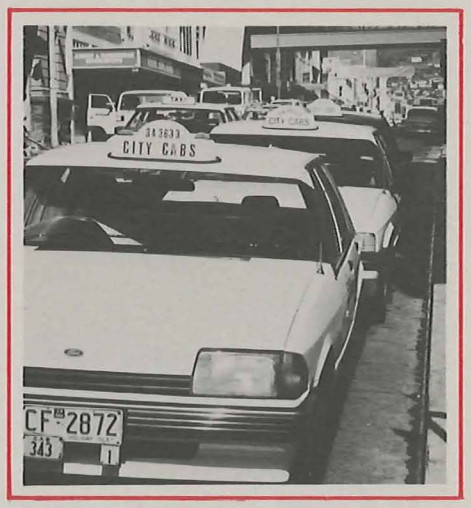
The publications are designed to allow persons to nominate the point of departure and the point of arrival and thereby determine the services available, the route taken and the timetable as well as the fare charged.

Other publications produced are listed on page 79 of this report

Cabs and Hire Cars

There are currently 472 cabs and hire cars and 2,750 hire and drive vehicles licensed in Tasmania.

The condition of cabs and hire cars is also reasonably satisfactory although again there are some old vehicles still in the fleet.



The Division licences cabs and hire cars.

Prescribed Licences (Hobart Zone)

During the year there were no prescribed cab licences surrendered or re-issued.

On 30 June, 1988 there were 218 prescribed licences on issue. During the year there were 33 owner transfers.

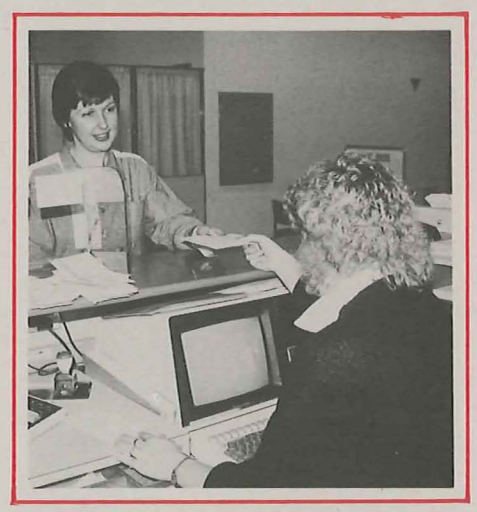
There is presently $315,437 in the Cab & Hire Car Trust Fund with contributions coming from owner transfer levies and an annual levy of $10 on each prescribed licence.

OFFICE SYSTEMS

The Office Systems Branch co-ordinates the computerisation of transactions and procedures and the development of systems improvements

Major projects carried out during the year were:

- Introduction of common registration expiry dates for fleet owners and Government Departments, including the issue of a registration label for the life of the vehicle fitted with Government plate series
- Introduction of word processing and the automation of letters for failure to transfer registration.
- Bicentennial plate transaction
- Organ donor scheme
- Implementation of new traffic areas in respect of licensed vehicles
- Surveys of unregistered motor vehicles
- Development work for the automation of the suspense account and drawing account and the recording of VINS (Vehicle Identification Numbers)



New procedures are constantly being implemented to improve the speed and efficiency with which transactions are carried out.

TRANSPORT REGULATION DIVISION: OBJECTIVES AND TARGETS FOR 1988/89

The aims of the Division are to improve services to the public, eliminate unnecessary regulation, enhance administrative efficiency, reduce administrative costs and to promote road safety.

Public Relations

Motor Registry Branch

1. To promote public awareness of services and publish information on:

- registration and drivers licence requirements
- testing of applicants for drivers licences
- the organ donor register
- the securities register.

2. To offer counter services to the public, with an average transaction time of 3 minutes and no standard transaction to take longer than 10 minutes.

3. To provide driving tests to applicants for licences no later than one month from the booking date.

4. To complete all mail transactions within 3 days of receipt of necessary documentation and fees.

Public Vehicles Branch

5. To promote public awareness of services and publish information on:

- public vehicle licensing requirements
- transfers and vehicle changes
- rail protection
- short term permits of substitution
- exemptions
- use of loading zones

6. To introduce a star rating on every licensed omnibus and coach.

7. To effect standard transfer applications for cab and cart licences within 7 days.

8. To process all licence applications not subject to objections within one month.

9. To process all licences applications involving hearings within 3 months.

Vehicle Standards branch

10. To promote public awareness of services and publish information on:

- log truck safety
- installation and use of seat belts and child restraints
- installation of additional seats in vehicles.

All Branches

11. To promote, monitor and assess public satisfaction with services provided to be measured by a better than 75% approval rating upon surveys carried out on representative samples.

Deregulation

Motor Registry Branch

12. To promote the introduction of combined registration/public vehicle licence records and identification plates.

Public Vehicles Branch

13. To revise the public vehicle licensing system to ensure minimum regulation consistent with the public interest by promoting :

- the abolition of the triennium
- the reduction in traffic area restrictions for goods vehicles
- the elimination of ancillary licences under 12 tonnes
- the simplification to cart licensing
- the improvement of the cab and hire car licensing system
- the rationalisation of the decision making and appeal processes
- the easing of the criteria for use of loading zones.

Vehicle Standards Branch

14. Extending the traffic infringement notice system to include public vehicle offences, and offences for overweight vehicles.

Administrative Efficiency

Motor Registry Branch

15. To automate the suspense and drawing accounts.

16. To introduce credit card facilities.

17. To further automate standard correspondence.

Public Vehicles Branch

18. To establish a computer based licence application monitoring system.

19. To standardise procedures for:

- processing of public vehicle licensing applications
- transfers and vehicle changes
- rail protection fees and permits
- short term permits of substitution
- exemptions from licensing

Vehicle Standards Branch

20. To rationalise the inspection system for licensed public vehicles.

21. To further automate convictions records.

22. To achieve a high rate of successful prosecution of offenders to be measured by:

- 99% success rate in cases proceeding to a hearing
- less than 10% withdrawal of complaints laid for lack of evidence
- no complaints dismissed on the basis of "no case to answer".

Road safety

Vehicle Standards Branch

23. To improve the standards for vehicle construction and equipment by preparing and publishing new standards for:

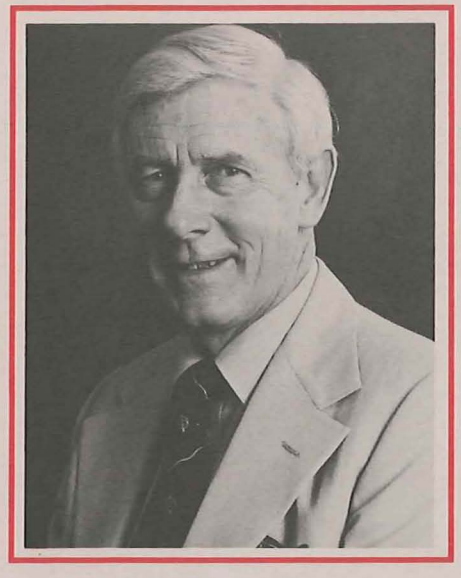
- air-operated tail-gates on tip trucks
- safety chains for pig trailers
- braking on trailers
- dual circuit brakes on buses
- inspection of structural integrity of bus bodies.

24. To improve the roadworthiness of vehicles using public streets by increasing the number of vehicles inspected to:

- 40,000 roadside checks
- 50,000 off-road inspections
- 10,000 weighings.

25. To promote road safety by publishing information bulletins on:

- log truck safety
- installation and use of seat belts and child restraints
- installation of additional seats in vehicles.



N.A. MacMillan
General Manager, Marine

Marine Division

The Marine Division is responsible for matters relating to the maritime industry including the provision of policy advice to the Government on maritime affairs.

The Division's coastal shipping operation is centred on providing a service to King Island from Stanley and Melbourne using the small roll-onroll-off vessel "Straitsman".

The Division also provides a vehicular/passenger ferry service between Roberts Point on Bruny Island and Kettering on the Tasmanian mainland.

KING ISLAND SHIPPING SERVICE

- Operating "STRAITSMAN" service

BRUNY ISLAND FERRY SERVICE

- Operating Bruny Island Ferry

POLICY AND MANAGEMENT

- Providing policy advice to Government
- Representing the Commission on Marine Committees
- Processing marine workers compensation claims
- Investigating alternative shipping advice
- Evaluating tenders
- Undertaking forward planning

KING ISLAND SHIPPING SERVICE

Following the termination of the Joint Venture with Brambles Industries the Government re-introduced "Straitsman" to the triangular run serving the Melbourne-Stanley-Melbourne trades as well as the King Island trade to Grassy from both Melbourne and Stanley.

There was a poor initial response to the re-introduction of "Straitsman" to the Melbourne-Stanley-Melbourne trade. Following active marketing of the service by officers of the Marine Division in August, cargo and revenue figures improved and in fact exceeded the expected revenue result. Additionally, the severe drought in Tasmania resulted in heavy livestock shipments to the Mainland from Stanley.

Following the close of "Expressions of Interest" which were called in January 1987 it was found that there were no shipowners or operators willing to undertake to provide a shipping service to King Island. As a result of this the Marine Division has been carrying out a study into the replacement of "Straitsman", the study covered the following:

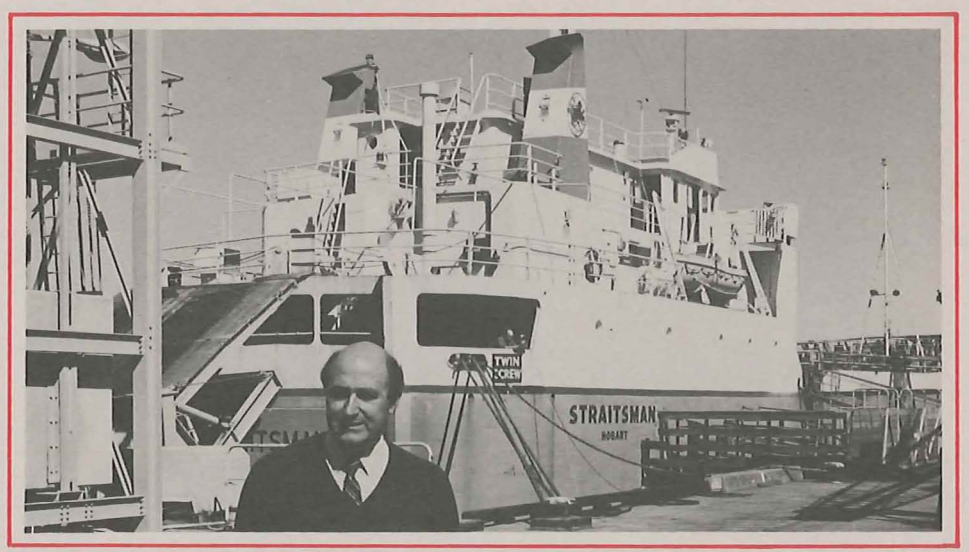
- Purchase or charter of a secondhand vessel.
- Purchase or charter of a new building.
- Refurbishment of "Straitsman".

A full report is being prepared for presentation to Government.

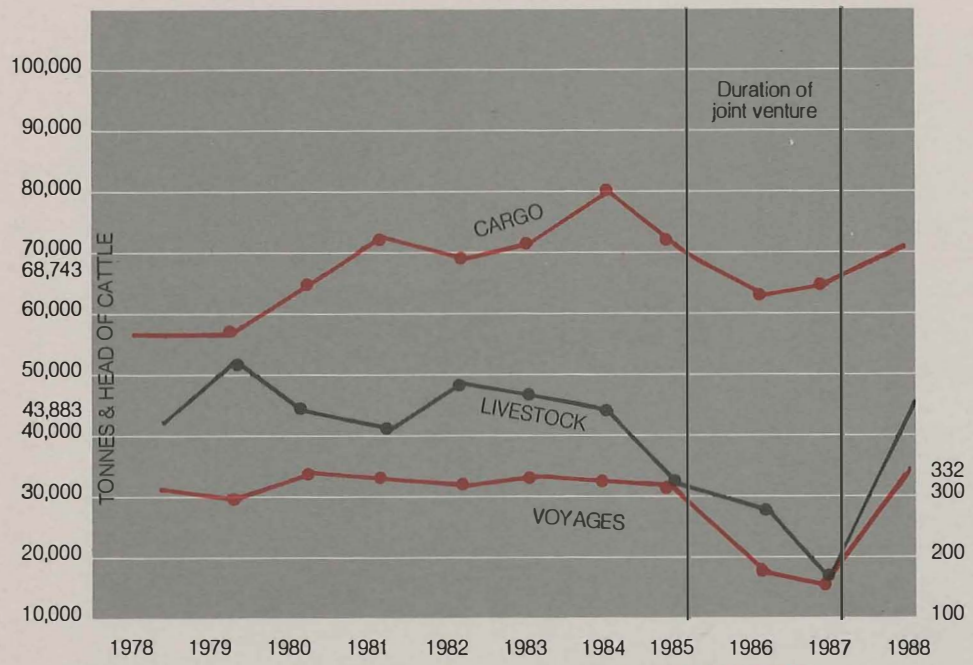
In April Transport Tasmania entered into a Co-operative agreement venture with the Stanley Branch of the Waterside Workers Federation to provide the stevedoring arrangements for the "Straitsman" at the port of Stanley. The aim of the Co-operative venture is to make savings by means of productivity improvements and a Terminal Agreement in return the partners get a half share in the cost savings achieved.

BRUNY ISLAND FERRY SERVICE

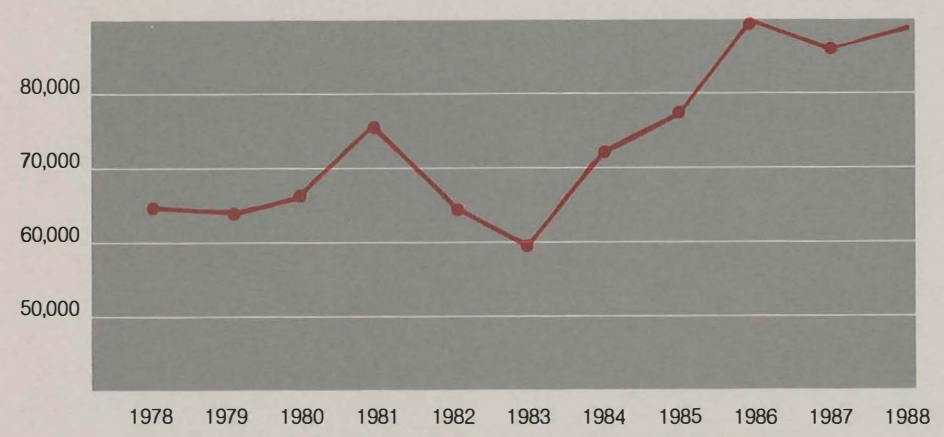
The State Government through Transport Tasmania provides the only regular transport link to Bruny Island. The service operates between Kettering on the Tasmanian mainland and Roberts Point on Bruny Island — a distance of 3.2km. Nine round trips per day are provided between



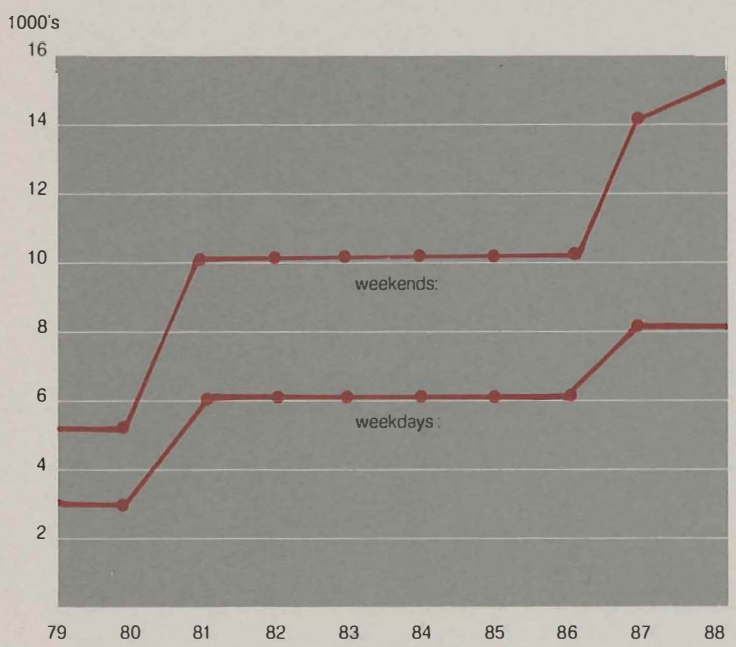
Commercial Superintendent (Stanley), Geoff French, and the 'Straitsman'.



STRAITSMAN: CARGO, LIVESTOCK AND VOYAGES



VEHICLES CARRIED: BRUNY ISLAND FERRY



FARES: BRUNY ISLAND

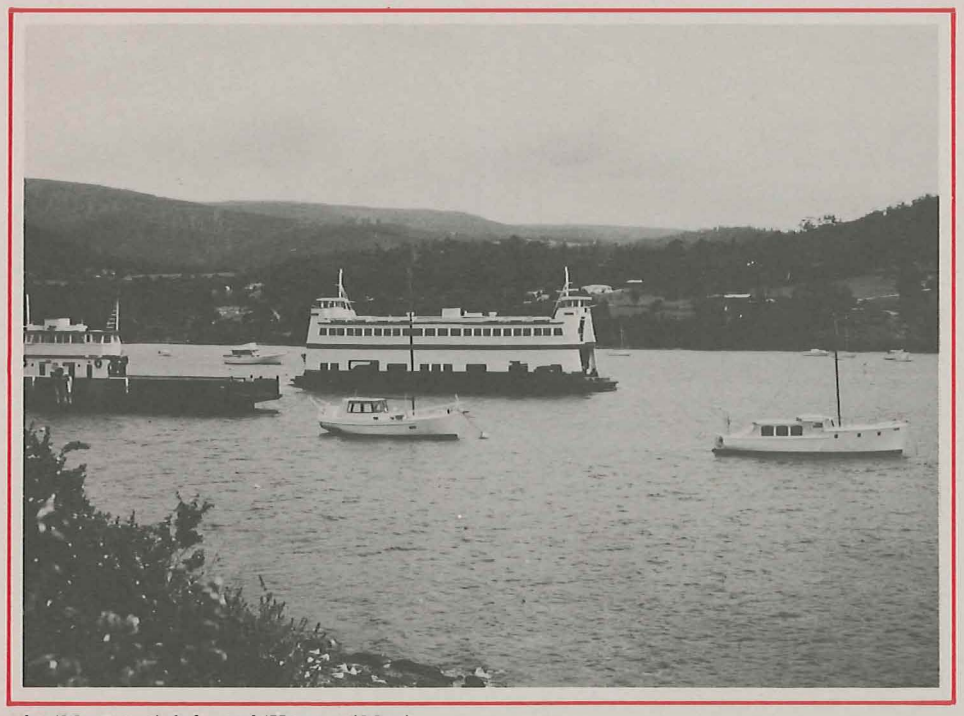
the hours of 7.15 a.m. and 7.15 p.m. using either the "Harry O'May" or the "Mangana". The "Harry O'May" is the main ferry while the "Mangana" is kept as a standby in case of mechanical breakdown, surveys/dockings, overheight cargoes or heavy demand. During the year the service operated smoothly.

Following the decision to review fares on an annual basis the "Peak" fares were increased from 1 October 1987. At the same time an "advance purchase peak fare concession" was introduced — the concession is available for all vehicles less than 5 metres length at an annual cost of $200.00 and be valid for a period of 12 months from the date of issue. This concession was introduced to encourage and benefit the shackowners on Bruny Island. As at 30 June 1988, 52 persons had availed themselves of this concession.

Fares charged on 30 June 1988 were:

Pedestrians	Gratis
Vehicles under 5M	$ 8.00
Weekend peak	$15.00
Vehicles over 5M	$10-$80

Maintenance costs of both "Mangana" (57 years) and "Harry O'May" (37 years) continue to escalate as a result of deterioration due to age.



The 'Mangana', left, and 'Harry O'May'.

POLICY & MANAGEMENT

The Marine Division through the Commissioner provides advice to Government on all maritime matters. The Division is represented on many marine related committees and 17 Groups.

During the year the General Manager attended the Marine and Ports Group meetings. This has resulted in close liaison with the Federal Government on all marine matters and has assisted decision making.

The Division is involved in a wide range of Marine issues through these Committees — some of the matters covered being:

- Oil pollution
- Purchase of vessels
- Livestock shipment
- Port planning
- Lighthouses
- Marine research
- Navigation
- Overseas Shipping
- Uniform shipping laws

The Division provided information and assistance to those shipping companies who expressed an interest in operating a regular service to King Island from Tasmania and Victoria. As a result of no ship owner or operator being able to provide a regular service to King Island the Division was responsible for evaluating alternative proposals as explained earlier.

The Division is also assisting with the study into the feasibility of replacing "Abel Tasman" with another second hand vessel.

MARINE DIVISION: OBJECTIVES AND TARGETS 1988/89

1. To provide a regular and efficient shipping service between King Island, North West Tasmania and Melbourne.

2. To investigate and report the options available to provide King Island shipping services following withdrawal of the 'Straitsman'.

3. To provide a regular and efficient ferry service to and from Bruny Island.

4. To investigate and report the options available to provide future services to and from Bruny Island.

5. To monitor and attempt to decrease the number of Workers Compensation claims by introducing health, welfare and safety service for all sea going personnel, and to measure its effectiveness in terms of:

a. the number of days lost through illness or injury;
b. the number of work related injuries;
c. the total costs of workers compensation.

J.D. Gough, Manager

PTA Engineering

PTA Engineering was built and equipped by the Commonwealth Government during the war years 1939-1945 and produced tools, gauges, dies, jigs and fixtures for the war effort. After the war the building and equipment were handed over to the State Government and operated by the Railways.

With the transfer in 1975 of the State Railways to the Commonwealth, Transport Tasmania was given responsibility for the operation and transferred the workshop to its present premises in 1979.

PTA Engineering has developed a worldwide reputation for the production of quality precision engineering components and has secured major US and Australian defence and aerospace contracts.

In last year's Annual Report it was foreshadowed that PTA Engineering was likely to see some change of direction due to Government's intentions to cut losses.

During the year under review a considerable amount of time was devoted to examining the various options which could either eliminate or substantially reduce the cost to Government of owning and operating the factory. In recent years PTA Engineering has recorded annual losses exceeding $1m.

The Government finally determined that the factory was to be sold, effective from 1 July 1988, to Delta Hydraulics Pty. Ltd., a leading Devonport based precision component manufacturer.

Of paramount importance in the search for the correct solution to a viable future for PTA Engineering was the employment prospects for staff of the factory, the career prospects for apprentices and the retention of technical skills within Tasmania.

Redundancy agreements were formalised between Transport Tasmania and the relevant Unions. All employees, except those redeployed in the State Service, received redundancy payments whether or not they were re-engaged by the new owner.

Notwithstanding the uncertainty surrounding the future of the factory, all employees contributed significantly to the year's trading, enhancing the factory's reputation for being a leader in the field of quality spare parts for the Australian mining industry.

The combined Delta Hydraulics-PTA Engineering operation is well placed to obtain the important contracts necessary to secure its future.

Past and present employees of PTA Engineering should be proud of the factory's record of achievement notwithstanding the difficulties it has faced. The decision to place its future with the private sector offers the opportunity for future growth and development beyond that possible under necessary Government budgetary restraint.

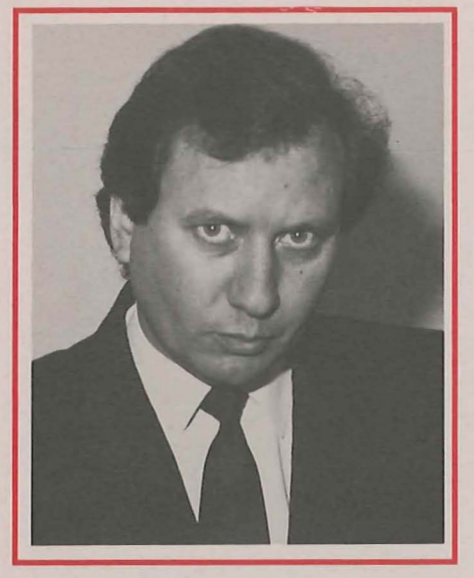
ENGINEERING

- Machining using lathes, grinding equipment and boring machinery
- Carrying out heat treatment
- Fabricating
- Electroplating and metal finishing
- Conducting design engineering

MARKETING AND SALES

- Attending trade displays, shows, etc.
- Maintaining close contact with key firms in the mining, defence and process engineering sectors

PTA's workshops soon after the changeover.



G. Ede
General Manager

TT Line

TT-Line operates the Abel Tasman Bass Strait passenger and freight service. While it is a Division of Transport Tasmania, it operates as a commercial enterprise relatively free of State Service constraints.

It has a small team of senior management headed by General Manager, Geoffrey Ede. In the three years since the Abel Tasman commenced operation it has developed into a highly cost-efficient and effective operation with an annual turnover of more than $35 million.

TT-Line has given travellers across Bass Strait a true and competitive alternative to air transport with the added bonus of the experience of ocean travel. It has also given the commercial and rural sectors in Tasmania a reliable and regular freight service.

- Operating the Bass Strait roll-on roll-off ferry, "ABEL TASMAN"
- Managing Melbourne and Devonport terminals
- Administering TT-Line
- Undertaking sales and marketing for the "ABEL TASMAN" service
- Operating computerised booking system

Results

In the twelve months to June 1988, TT-Line recorded a profit of $3.3 M, an improvement of 96% on the previous year. During the year the ship lost four per cent of possible sailings when it was in dry dock for its biennial survey. Despite this, 183,000 passengers were carried, two percent up on the previous year's trading.

Abel Tasman celebrated many milestones in its third year of operation, a major achievement being the carriage of its 500,000th passenger in May.

TT-Line's efforts were further recognised when it won the transport section of the Tasmanian tourism awards for the third year in succession.

The Line achieved another milestone in during the year when it was accepted to be the first non-airline company in Australia to use the International Air Transport Association's Bank Settlement Plan service.

This service is the link between the airlines (now including TT-Line), and AUSTAP agents. In effect, it means that people can receive tickets for the "Abel Tasman" directly on booking with any travel agent Australia wide. This is a major step forward for TT-Line. Not only will there be many more outlets for the sale of TT-Line tickets, but the service will be much quicker and more efficient to the benefit of its consumers.

MODERN MANAGEMENT

The direct TT-Line organisation comprises 34 operational staff. Some specialist support is provided from other areas of Transport Tasmania.

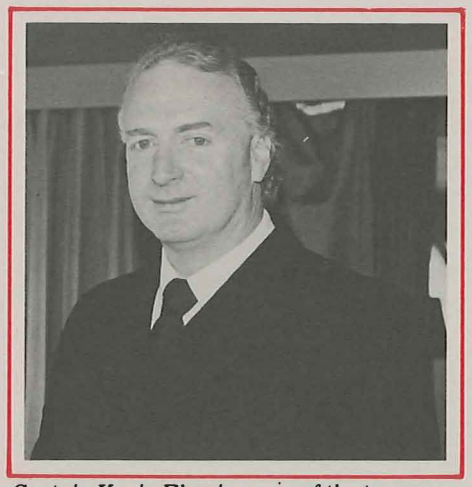
Reporting to the General manager are four senior managers:

- Trevor Bond (Marketing)
- Ron Dryden (Technical)
- Rod Jackson (Operations)
- Stan Holmes (Freight)

The operation of the Melbourne terminal was changed this year, making it the responsibility of the Technical Manager, while the Devonport terminal is now the responsibility of the Operations Manager.

The "Abel Tasman" itself is manned by two crews, each of 115 persons. TT-Line is totally self-sufficient with the crew fulfilling all of the functions necessary for preparing the ship for its regular 14-hour sea voyage, from preparing and serving food for the three restaurants on board, to the cleaning of the ship and the servicing and maintenance of the ship's engines by TT-Line's engineers.

Overseeing the performance of the operation is the TT-Line Advisory Board. The Board comprises the Commissioner for Transport (Chairman), Director of Tourism, Under Treasurer, General Manager and four private sector



Captain Kevin Fleming, one of the two masters who alternate command of the Abel Tasman.

businessmen experienced in tourism, freight and financial management. At 30 June these Board members were John Macmillan, Brian Winspear, Tom Suttar and Tom Jones.

Passengers

A total of 183,197 passengers travelled on the "Abel Tasman" in 1987-88 compared with 180,988 in the previous financial year. This was an increase of about two per cent. The figure could have been considerably higher as the ship was in dry dock for two weeks in July/August undertaking its biennial survey.

The month of May was cause for double celebration. Not only was the 500,000th passenger carried but it was the second busiest month in the financial year for the service, with almost 18,000 passengers being carried.

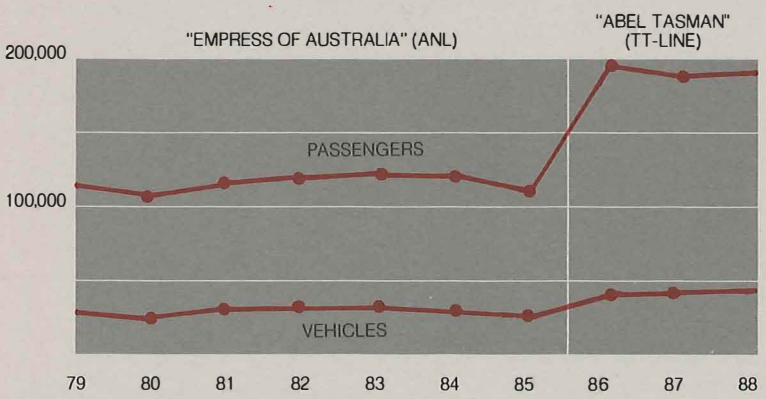
This represents an increase of 42 per cent on the same month last year. Only January, traditionally the busiest month for Bass Strait travel, returned greater passenger numbers. May is usually a slow month in Tasmanian tourism. TT-Line's record figures were the result of aggressive and innovative marketing and proved that with vision and commitment, all months can be successful.

The on-going program to steadily upgrade facilities on the ship was maintained with new carpets, refurbished suites and the completion of the renovation to the disco, renamed Anchor's Disco.

Vehicles

The "Abel Tasman" carried 49,095 motor vehicles other than trucks during 1987-88. This represents a two per cent growth over the previous year, which saw 48,334 vehicles carried.

The ship's simple drive-on, drive-off facility and short waiting time for boarding and disembarking continued to be a popular selling point with families and individuals wishing to use their own transport.



PASSENGERS AND VEHICLES CARRIED ON "EMPRESS OF AUSTRALIA" AND "ABEL TASMAN"

Freight

TT-Line was successful during 1987-88 in building up its freight traffic. Continued increases in freight business were recorded as more shippers realised the benefits of the ship's frequent sailings, roll-on, roll-off convenience and competitive rates. During the year a total of 14,000 freght units (TEUs) were carried, an increase of 9% on last year.

The ship has become a vital link in the supply of fresh vegetables and many other commodities to mainland markets from Tasmanian farms and factories.

Reliability of sailings and the stability of the ship were important factors in satisfying freight customers, and for the third year in succession, the "Abel Tasman" did not lose a scheduled sailing. The period when the ship was in Newcastle in dry dock for its biennial survey was planned and regular customers were not greatly inconvenienced.

Industrial Relations

No sailing was lost through industrial reasons throughout the whole 12 months. No sailing has been lost since the ship started operating on the Bass Strait run.

This excellent record has been the result of an industrial relations policy built on mutual understanding and trust between employees, unions and management.

Costs

Again this financial year TT-Line was able to contain costs effectively without compromising standards of service or safety.

The TT-Line continued its push towards self-sufficiency in such areas as maintenance, engineering and provedoring in its effort to contain costs and make the Line as profitable as possible.

Impact on Tasmanian Economy

The "Abel Tasman" impacts positively on the Tasmanian economy in many ways, one of the most important being in bringing a growing stream of tourists into the State to buy Tasmanian goods and services.

Freight is an important part of the Abel Tasman's service.

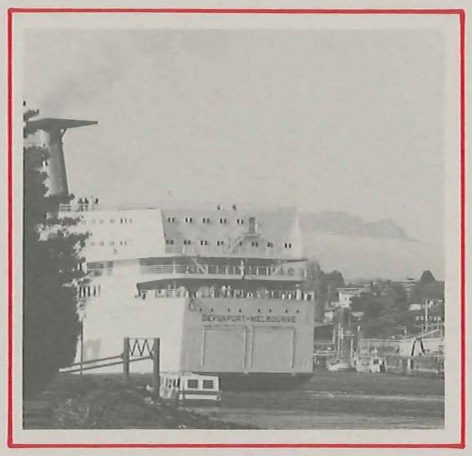
Last year, around 65 per cent of passengers, or around 115,000 people, were tourists. This has tremendous benefits for the whole of the Tasmanian economy.

TT-Line itself currently spends $17 million annually in Tasmania through direct employment, advertising, laundry, stevedoring, catering and passenger services. Many of the jobs created by TT-Line are in the transport and storage industries, which includes wharf labour, truck drivers and storemen.

No part of Tasmania misses the flow-on benefits of the tourism-generating Bass Strait ferry. Devonport, the Abel Tasman's home port, is the first community to benefit and the impact radiates from there across the north-west to the north, south and south-west.

The "Weekender" package, for example, has been a huge success since its introduction. This consistently brings 200 Melbournians to Tasmania from Friday to Sunday to use our restaurants, bars, hire cars, visit casinos and tourist attractions, buy craft work and experience the range of other activities than can be undertaken during a two-day break. Not only has this "Weekender" package given the line access to a dynamic new market, the younger Melbournian crowd seeking a weekend with a difference, but the package includes accommodation on the ship while in port on the Saturday night in Devonport.

This "Weekender" package has not only led to greater utilisation of a major Tasmanian asset, but has had a direct impact on businesses such as hotels, restaurants and hire companies on the north-west and further afield.



Early morning mist still surrounds Mt. Roland as the 'Abel Tasman' enters the Mersey River at Devonport.

Staff Training

A number of TT-Line staff attended external staff training programs in keeping with the Line's policy of improving staff qualifications.

These included sales and marketing courses for TT-Line executives, and a Japanese course for the Melbourne sales executive in preparation for the expected increase in Japanese tourists in the future from national and State tourism initiatives.

Two of TT-Line's stewards attended a chief steward's course.

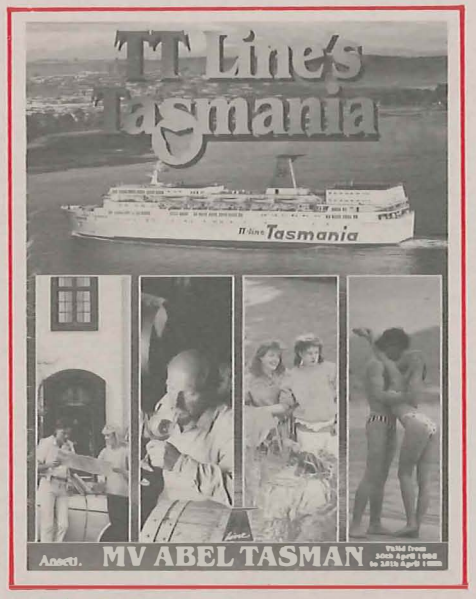
Marketing

Aggressive and innovative marketing in 1987-88, sound management and leadership really placed TT-Line and the "Abel Tasman" on the national map with a high profile in the commercial and transport markets.

Joan Atha, TT-Line Reservations System Manager.

The result of the introduction and extensive promotion of a range of competitively priced packages has been the increase in passenger numbers during a period when other tourism operators experienced a downturn. Evidence of the effect of these packages can be seen in the number sold in the first few months of their introduction with more than 2200 day-visit fares, 1900 weekender packages and 1600 mid-week fares.

These new packages, which slashed the price of sea travel to make it possible for people on all budgets to afford to travel with TT-Line, included a special day-visit fare from $74 return, mid-week fares from



TT-Line brochure.

$118 return, seven-night holiday packages in conjunction with Tasmanian accommodation operators, and a weekender package directed at young Melbournians.

The new services and packages have been welcomed by Tasmanians as well as mainlanders coming to the island. None has been more popular for Tasmanians than the day-return trips to Melbourne which have been ideal for sight-seeing, business, visiting relatives or perhaps just for lunch.

As well as the obvious benefits of maximising the utilisation of the ship during the off-season, these great value trips have performed the real bonus of introducing Tasmanians to their ship and certainly encouraging further bookings.

TT-Line's "Cruise-to-Nowhere" concept proved to be extremely popular for Tasmanians. The three cruises in 1988 were fully booked with waiting lists only a few weeks after being advertised.

The idea was to give locals a chance to experience a Saturday night on the ship without going to Melbourne — simply sailing out of Devonport, enjoying first-class food and entertainment, and returning next morning.

TT-Line also introduced a colour brochure entitled "TT-Line's Tasmania," which outlines all of TT-Line's sea-drive package deals with Tasmanian and Australian tourist operators, from the accommodation chains, to hire car operators and coach operator Deluxe Coachlines.

Fares
Adult One-Way Fare

	CODE	HOLIDAY SEASON 17.12.88-3.3.89	SHOULDER SEASONS 17.9.88-16.12.88 4.3.89-28.4.89	BARGAIN SEASON 30.4.88-16.9.88
D/Bedded Suites with Pvt. Fac.	2L	217	186	148
Deluxe Pvt. Fac. 2, 3 or 4	4A	194	169	128
2 Berth with Pvt. Fac.	2A	142	125	99
Outside 2 Berth Pvt. Fac.	2*	149	131	104
2 Berth Pvt. Fac.	2B	142	125	99

	CODE	HOLIDAY SEASON 17.12.88-3.3.89	SHOULDER SEASONS 17.9.88-16.12.88 4.3.89-28.4.89	BARGAIN SEASON 30.4.88-16.9.88
4 Berth Pvt. Fac.	4B	136	120	94
2&3&4 Berth Share Fac.	2S3S4S O	114	92	74
2&3&4 Berth Pvt. Fac.	2P3P4P O	125	109	84
4 Berth Pvt. Fac.	4D	120	103	79

NOTE: 1. Abel Tasman has NO SINGLE cabins. Sole use of 2 berth cabins is permitted at one and one half adult fares applicable to the berths concerned.
2. O — Limited numbers available.
3. Prices are subject to change without notice.

Vehicle rates
Accompanied vehicle rates, one way

	HOLIDAY SEASON 17.12.88-3.3.89	SHOULDER SEASONS 17.9.88-16.12.88 4.3.89-28.4.89	BARGAIN SEASON 30.4.88-16.9.88
Less than 1.45m high — UP to 4M LONG	125	110	86
Less than 1.45m high — 4 TO 5.4M LONG	151	131	107
Less than 1.45m high — 5.4 to 6.8M LONG	219	192	155
Over 1.45m & less than 2.5m — UP to 4M LONG	181	148	117
Over 1.45m & less than 2.5m — 4 TO 5.4M LONG	199	170	136
Over 1.45m & less than 2.5m — 5.4 to 6.8M LONG	271	236	187

Vehicle rates
Accompanied vehicle rates, one way

	HOLIDAY SEASON 17.12.88-3.3.89	SHOULDER SEASONS 17.9.88-16.12.88 4.3.89-28.4.89	BARGAIN SEASON 30.4.88-16.9.88
2.5m up to 3.2m — UP TO 4M LONG	230	200	157
2.5m up to 3.2m — 4 TO 5.4M LONG	310	274	217
2.5m up to 3.2m — 5.4 TO 6.8M LONG	391	338	268
	63	55	43
	125	110	86
	14	12	10

* Sedans, Wagons, Utilities, Cammpervans and Motorhomes only and must not be used for freight purposes.
* Rates are calculated on the overall dimensions of the vehicle(s). Where a trailer or caravan is being towed, individual lengths of each unit including draw bar will apply.
+ Accompanied vehicles with a length in excess of 6.8 metres incur a surcharge. Details available on application.
NOTE: A false declaration of your vehicle measurements may result in your vehicle being left behind on the day of sailing.

Discounts

CLASS OF PASSENGER	DISCOUNT APPLICABLE EACH WAY	CONDITIONS All concessional travel is at the discretion of TT-Line and subject to availability.
Child Under 3yrs	Mandatory $5 Cot or 50% Berth	Only one cot per cabin. Cot blankets not supplied.
Child 3-14 years inclusive	50%	Accompanied by an adult.
Full-time secondary student 15-18 years	50%	School Certificate necessary. Accommodation on C Deck and D Deck. Other decks subject to availability. Details available on application.
Full-time tertiary student under 26 years	25%	Airline or University card necessary. Accommodation on C Deck and D Deck. Other decks subject to availability. Details available on application.

CLASS OF PASSENGER	DISCOUNT APPLICABLE EACH WAY	CONDITIONS All concessional travel is at the discretion of TT-Line and subject to availability.
PENSION — Pensioner subject to limited availability	50%	Current Australian Dept. of Social Security or Dept. of Veterans Affairs. Transport concession card must be produced at time of booking and payment. Limited accommodation B, C and D Decks.
PRIVATE — Exclusive Use/Single Supplement	50% on unused berths only	Differing conditions apply to Suites and Deluxe Cabins — details on application.
Groups and Published Tours	Various	Details available on application to TT-line, Tasmanian Travel Centre or your travel agent.

Day Visit Excursion Fares
You pay only one way — the return trip is free the following evening.

Mid-week Fare on Abel Tasman
Passengers who buy a return ticket to travel on Tuesday sailing from Devonport and the Wednesday sailing from Melbourne, will get 20 per cent off the normal adult fare, when travelling in the Shoulder or Bargain Season.

Fare Schedule.

TT-Line started its move into the small conference market for executive or promotional meetings for up to 60 people. As well as having full restaurant and hotel facilities, companies can use the Zeehan room and normal conference equipment such as projectors and VCRs at no extra cost.

More companies are finding the appeal of two nights at sea and a full day in port ideal for interruption-free meetings in a different and more stimulating environment.

The 'Abel Tasman' berthed at Station Pier in Melbourne.

Replacement Vessel

When the "Abel Tasman" was introduced to the Bass Strait run in 1985 it was expected to be replaced in the mid 1990s. The success of the service now makes it likely that this will be brought forward.

Extensive in-house feasibility studies with input from outside consultants have been carried out this year and they will be considered by Cabinet and a decision made before the end of the next financial year.

The replacement vessel will be larger than the "Abel Tasman", which has an 855 passenger capacity.

T-LINE: OBJECTIVES AND TARGETS 1988/89

To provide a regular and efficient shipping service between Tasmania and the mainland:

1. To carry at least 180,000 passengers.
2. To carry at least 45,000 vehicles.
3. Average fares and charges not to increase beyond CPI.
4. To maximise patronage subject to the generation of an appropriate rate of return on assets employed.

M.V. "ABEL TASMAN"

Owner:	Transport Tasmania
Builder:	Werft Nobiskrug GmbH, Rendsburg
Keel laying:	12 February, 1974
Launching:	26 October, 1974
Delivery:	8 April, 1975
Type:	Twin-screw car and passenger ferry
Certification:	SOLAS convention 1980, IMCO '67 part H for short international voyage, D.O.T.
Class:	GL 100 A4 with freeboard + MC E 2 AUT-Z "Ferry-Passenger Vessel"

Dimensions

Length overall:	abt. 149.00m.
Length between pp	135.80m
Beam in car deck	23,50m
Depth to cabin deck	13.73m
Depth to car deck	8.00m
Free height in vehicle deck to hinged deck	4.5m
Draught on summer frbd	6.10m
Deadweight	2.063t
Tonnage gross	19,212RT
nett	7,922RT
Propulsion	15,288kW
r.p.m. propellors	242.0
trial speed	22 kn
at 96% MCR and draught	6.1m
bow prop. thrust abt.	2x11.2t
current	440V,60 cycles
inst. el. power	4255 kVA, 900 r.p.m.
4 diesel generators	DEUTZ/AEG at 1160 Hp., 1000 kVA, 900 r.p.m.
	DEUTZ/AEG310 Hp., 255 kVA, 900 r.p.m.
1 diesel generator	2-8000 kVA shaft alternators

Capacity

Load capacity	440 cars at 4.5x1.65m (244 on cardeck and 226 on hinged decks on 45 lorries at 18m length).
Passengers	855 in cabins
Crew	115 persons
Lounge and bar on restaurant deck	260 seats
Conference room on restaurant deck	92 seats
Restaurant on restaurant deck	110 seats
Hall on restaurant deck	44 seats
Restaurant aft on restaurant deck	260 seats
Discotheque on upper tween deck	62 seats
A la Carte restaurant	64 seats
Carvery restaurant	44 seats
Coffee shop	32 seats
Children's playroom	
Swimming pool	
Souvenir Shop	

Mechanical

hydr. bow port and hydr. stern ramp	MAC GREGOR
1 fin stabilising plant 2x7.0m2	AEG-DENNY BROWN
1 el. h. twin-steering gear; maximum = 2x24.0mt. type RHZ/30HATLAPA	
2 passenger lifts for 6 persons, 1 goods lift for 1000 kg	LUTZ
10 motor lifeboats of GRP, 784 persons	FASSMER
21 inflatable liferafts for 525 persons	DSL
10 sets of gravity davits type LT	DAVIT COMPANY
4 liferafts davits	DAVIT COMPANY
2 main engines each 10,400 Hp. at 520 r.p.m., 16 P.C. 2-5V	B&V PIELSTICK
2 reduction gears, GUH 900 N	L&S
2 switchable clutches, type PNEUMAFLEX	L&S
Fuel oil	IFO 80
2 variable pitch propellors, 4-bladed	KAMEWA
2 fixed lateral thrust bow prop. TORNADOS S10, 2x1000 HP	O & K
twin-pipe-MP and LP-air cond. plant +28 degrees C. 70% /+25 degrees C, 50%	R. NOSKE NF.

1 fire-fighting plant, water spray for car deck, CO2 for engine rooms
Furthermore:
Fire alarm installation, telephone installation, calling and music transmission plant with general alarm, gyro pilot.
3 radars, wireless installation, echo sounder etc.

Transport Commission Financial Statements 1987/88

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TT-Line Balance Sheet	p. 59
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4. DETAILED FINANCIAL STATEMENTS

A detailed financial report is available separately. It contains the financial statements as forwarded to the Auditor General. Copies can be obtained from The Manager, Information Services, Phone (002) 389 292.

Financial Summary

	1985	1986	1987	1988
	$	$	$	$
Transport Commission Net Loss	6,997,772	6,150,226	6,162,342	6,704,055
Traffic				
Received from Under Treasurer				
Motor Registration	3,185,000	3,270,000	3,283,499	3,453,573
Traffic Engineering	937,000	907,000	1,700,906	2,018,000
Other receipts	1,756,106	1,862,703	1,102,538	973,943
Motor Registration Expenditure	3,841,110	3,989,719	4,034,539	4,251,045
Traffic Engineering Expenditure	2,069,794	2,071,337	1,890,799	2,169,307
Balance	32,798	21,353	161,605	25,164
Road Safety				
Funding	840,000	810,000	794,335	880,400
Administration and other costs	692,377	679,153	735,896	810,189
Publicity	122,049	123,089	71,174	77,645
Balance	25,574	7,758	(12,735)	(7,434)
Planning and Research				
Funding	N/A	306,964	293,071	326,181
Expenditure	N/A	306,964	284,572	320,118
Balance	N/A	0	8,499	6,063
Bruny Island Ferry				
Revenue	268,698	436,246	510,554	547,901
Expenditure	658,458	726,237	877,625	779,602
Depreciation	56,194	54,918	53,777	52,661
Interest	153,575	157,690	162,296	171,827
Profit/(Loss)	(599,529)	(502,596)	(583,144)	(456,189)

	1984/85	1985/86	1986/87	1987/88
King Island Shipping Service				
Revenue	4,407,275	4,444,610	4,442,352	5,153,472
Expenditure	5,189,583	4,426,689	4,085,767	6,633,373
Depreciation	106,329	17,551	16,711	16,162
Interest	223,074	156,958	55,780	58,018
Profit/(Loss)	(844,899)	(156,588)	(420,848)	(1,554,081)
TT-line				
Revenue	N/A	27,526,946	34,950,673	39,797,783
Expenditure	N/A	28,636,854	30,598,938	33,396,193
Interest and Other	N/A	1,171,074	2,652,687	3,079,397
Profit/(Loss)	N/A	(2,280,982)	1,699,048	3,322,193
PTA Engineering				
Revenue	2,379,816	3,684,492	3,597,410	2,779,139
Expenditure	3,030,656	4,290,585	4,232,381	3,450,884
Depreciation	121,709	129,310	121,402	105,081
Interest & Other	464,092	470,728	484,665	1,614,097
Profit/(Loss)	(1,236,641)	(1,206,131)	(1,241,038)	(2,505,091)
Other				
Registration and Drivers Licence Fees	7,155,331	7,253,254	7,517,935	9,946,475
Motor tax Revenue	18,194,934	18,780,681	18,755,733	18,955,872
Stamp Duty	20,596,481	15,406,376	16,749,424	16,365,267
Number Plate Receipts	211,086	215,695	205,730	216,269
Miscellaneous Fees and Charges	112,243	130,314	130,465	123,932
Public Vehicle Fees	176,137	145,367	165,012	235,091
Public Vehicles Plates and Labels	8,009	8,842	15,483	23,928
Rail protection fees	167,220	144,508	164,014	235,091
Fire Service levy	1,505,984	1,554,908	1,563,825	1,580,955
Motor Vehicle Securities	166,151	213,782	183,890	202,526
Vehicle Inspections: Fines, Penalties and Costs	149,827	147,456	211,082	219,183
Fees — Motor Cycle Rider Training Scheme	59,040	71,245	74,785	85,935
Taxi Buy-Back Scheme				
Receipts	120,083	120,185	233,195	336,809
Payments	111,519	17,074	20,810	21,372
Balance	8,564	103,011	212,385	315,437

Other Schemes and Arrangements

(These are financed from Consolidated Revenue and accounted for by Transport Tasmania)

Free passes and special concessions on road, rail and ferry services	16,916	18,986	5,102	1,538
Subsidy to ensure continuity of the Flinders Island Shipping Service	150,247	321,679	201,116	180,272
Kingston Bus Service	31,293	49,531	24,686	23,000
Concessional travel for pensioners and unemployed - payment to private bus operators	498,189	509,426	605,000	740,000
Concessional travel for pensioners and unemployed - payment to ferry operators	2,002	2,327	3,591	3,949
Pensioners on King and Flinders Islands - air travel subsidy	1,182	2,213	1,363	2,592
Residents of King and Flinders Islands - air travel subsidy	35,975	58,000	115,152	125,000
Taxi service for disabled — subsidies	1,968	80,000	200,000	340,000

Transport Commission

Balance Sheet as at 30 June 1988 — Transport Act 1981, Section 18 (1e)

1987	NATURE AND SOURCE OF FUNDS		1988
$	**Permanent Capital (Note 2)**		$
4,165,084	Interest Bearing Loans: State Treasury	3,524,385	
96,969	Interest Bearing Loans: Other Sources	65,056	
860,300	Non-Interest Bearing Contributions (State Treasury) re Whitemark Wharf	860,300	
5,122,353			4,449,741
	Working Capital (Note 3)		
2,837,914	Interest Bearing Advances from State Treasury for Working Expenses, Purchase and Manufacture of Stores	4,040,429	
56,703,052	Non-Interest Bearing Contributions from Consolidated Revenue for Losses 1.7.74 to 30.6.87	62,865,394	
59,540,966		66,905,823	
61,624,356	LESS Losses 1.7.74 to 30.6.88	69,569,446	
2,083,390 Dr	**Total Net Funds for Working Capital**		2,663,623 Dr
546,377	Loan Redemption Reserve (Note 4)		532,361
119,893	Contribution by Commonwealth Government Towards Reduction of Loan Liability		117,177
2,518,916	Asset Replacement Reserve		2,674,502
28,030	Provision for Workers' Compensation		—
6,252,179	**TOTAL FUNDS FOR ALL PURPOSES**		$5,110,158
	THIS SUM IS REPRESENTED BY		
	Fixed Assets (Note 5)		
1,278,944	Marine Services, Plant, Equipment	1,278,944	
694,086	LESS Provision for Depreciation	758,738	
584,858			520,206
2,260,253	Land and Buildings	2,307,704	
416,859	LESS Provision for Depreciation	443,830	
1,843,394			1,863,874
611,760	Aerodromes and General	611,760	
3,829	LESS Provision for Depreciation	3,830	
607,931			607,930
1,874,856	Computer Equipment	1,320,175	
1,266,722	LESS Provision for Depreciation	811,265	
608,134			508,910
860,300	Whitemark Wharf Reconstruction		860,300
4,504,617	**Total Net Fixed Assets**		4,361,220
	Investments (Note 6)		
3,386,956	Depreciation Funds Invested with State Sinking Fund Commissioners		2,967,719
	Current Assets		
1,418,094	Bank and Cash in Transit	1,180,494	
26,085	Advances Held by Officers	28,095	
688,763	Sundry Debtors	730,181	
358,451	Stock on Hand, Materials and Works in Progress	161,290	
44,291	Prepayments	85,750	
2,535,684		2,185,810	

	LESS Current liabilities		
4,621,429	Sundry Creditors	4,785,305	
2,085,745 Cr	Total Net Current Assets		2,599,495 Cr
446,351	Deferred Assets (Note 7)		380,714
$6,252,179	TOTAL NET ASSETS		$5,110,158
	CONTINGENT LIABILITIES		
1,418,633	Long Service Leave		1,604,899
857,281	Annual Leave		892,162
$2,275,914			$2,497,061

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE, 1988

1. Statement of Accounting Policies

1.1 Statutory Requirements
The Statements have been prepared in accordance with relevant provisions of the Transport Act 1981. A separate Financial Statement has been drawn up for P.T.A. Engineering which was declared to be a Prescribed Branch for purposes of the Transport Act 1981, effective from 1 July, 1987. Similarly TT-Line has been a Prescribed Branch since 1985 and separate financial statements have been prepared for that Branch.

1.2 General
The accounting policies generally applied and underlying the Financial Statements encompass the accrual and going concern bases of accounting. The year-end accruals have taken into account the wages and salaries due to be paid to the 30 June, 1988.

1.3 Accounting Standards/Regulations
The accompanying Financial Statements have been prepared in accordance with the Accounting Standards issued by the Australian Accounting bodies.

1.4 Depreciation
Fixed assets are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write off assets over the expected economic life of the asset.

1.5 Insurance
All assets that are insured are covered under policies held by the Tasmanian Government Insurance Office.

2. Loans

Until 30 June, 1985, loans were provided by the State Government. Under the terms of Section 12(a) of the Transport Act, 1981, loans since that date have been provided by the Tasmanian Public Finance Corporation. All capital expenditure in 1987/88 was financed from the Commission's Depreciation Fund.

3. Working Capital

Annual losses of the Commission are re-imbursed from the Consolidated Fund and are non-interest bearing loans as provided under Section 19(2) of the Transport Act 1981. The trading divisions of the Commission (excluding P.T.A. Engineering) incurred an increased working loss of $1.701m primarily as a result of the Commission resuming responsibility for the Coastal Shipping Services ("Straitsman").

4. Commonwealth Government Sinking Fund Contributions

This item varies with Treasury records of the same item due to the Commission's practice of accounting for reductions in the Fund of contributions made over the years to identifiable assets (generally Marine), when those were sold or retired/fully depreciated. These contributions are included when calculating profits/losses on assets sold.

5. Fixed Assets

Fixed assets are shown in the Financial Statements at cost of acquisition. Fully depreciated assets, including "Straitsman", are excluded from the Balance Sheet. The initial acquisition value of these assets totalled $3,220,929.

6. Investments

Under Section 17 of the Transport Act 1981, the Commission must invest any funds it sets aside for depreciation with the State Sinking Fund Commissioners. Interest earned on Depreciation Fund investments has been brought to account as income for the three trading segments (Coastal Shipping Service, Bruny Island Ferry Service and P.T.A. Engineering) and the Computer. From this year, the balance is to be retained in the Fund to meet impending major capital expenditure and has been credited to the Asset Replacement Reserve with the approval of the Under Treasurer. The balance of the Depreciation Fund varies with Treasury records by $2,469. This reflects the balance of interest undrawn at 30 June, 1988, but brought to account in the Commission's records.

7. Deferred Assets

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

8. Interest on Treasury Loans and Advances

Interest charged to the respective Trading and Profit and Loss accounts reflects the net cost of interest charged by Treasury after allowing credits for capital reductions of loans and monies held on deposit at Treasury. In 1987-88, these credits amounted to $141,885 and $111,867 respectively.

9. P.T.A. Engineering

To enable reconciliation with Treasury records, 1986-87 comparative figures in the Net Revenue Appropriation Statement and Profit and Loss Statement include P.T.A. Engineering details.

10. Consolidated Fund Statements

Treasury and Commission records differ as to amounts transmitted to Treasury due to end of year collections being forwarded after the 30th June.

11. Waterside Workers Federation, Stanley — Joint Venture

An agreement commenced on 11 April, 1988, with the Stanley branch of the Waterside Workers' Federation for the purpose of promoting the efficiency of the operation to the joint benefit of the parties and of shippers. The expected benefits, which are not financially material at this time, will be shared equally.

12. Comparative 1986-87 figures for the Coastal Shipping Service have not been included in the Trading Statement for that Division as "Straitsman" was operating under the Brambles Joint Venture.

13. The results of the Bruny Island Ferry Service do not take account of maintenance costs for terminals at Roberts Point and Kettering. These costs are met by the Department of Main Roads.

Transport Commission

Profit and Loss Statement for the Year Ended 30 June 1988 — Transport Act 1981, Section 18 (1) (a)

1986/87			1987/88
$*		$	$
	REVENUE		
134,477	Public Vehicle Licence Fees	233,503	
106,000	Contribution from Department of Main Roads towards cost of Inspection and Weighing of Motor Vehicles	110,000	
260,000	Contribution from Motor Registry towards inspection of Motor Vehicles	180,050	
86,705	Interest Earned on Sinking Fund Investments	—	
34,238	Vehicle Escort Fees	32,163	
57,885	Vehicle Inspection Fees	145,570	
72,032	Miscellaneous	41,450	
751,337			742,736
	DATA PROCESSING		
517,362	External	430,576	
717,990	Internal	762,008	
62,865	Interest Earned on Sinking Fund Investments	77,627	
1,298,217			1,270,211
2,049,554	**TOTAL REVENUE**		2,012,947
	LESS EXPENDITURE		
837,347	Balance from Consolidated Trading Statement (Bruny Island & Coastal Shipping Services)		1,781,976
	Secretariat		
728,198	Salaries, Wages and Payroll Tax	779,927	
195,850	Superannuation/Pensions and Gratuities	221,591	
207,115	Phones, Power	241,004	
320,102	Other Costs	337,294	
1,451,265			1,579,816
	Legal		
222,293	Salaries, Wages and Payroll Tax	221,218	
13,199	Other Costs	35,353	
235,492			256,571
	Industrial and Personnel		
233,557	Salaries and Payroll Tax	255,162	
26,298	Other Costs	36,566	
259,855			291,728
	Finance Branch (Including Internal Audit)		
633,601	Salaries, Wages and Payroll Tax (Net)	587,489	
238,007	Superannuation and Gratuities	216,486	
165,157	Other Costs	159,852	
1,036,765			963,827
	Data Processing		
447,544	Salaries, Wages and Payroll Tax (Net)	555,896	
181,092	Repairs and Maintenance, Prime Equipment	164,611	
296,289	Other Costs (Including Purchases/Alterations)	172,203	
924,925			892,710

	Marine Division — Non-Operating		
257,013	Salaries, Wages and Payroll Tax	125,898	
59,062	Superannuation and Gratuities	—	
60,665	Other Costs	13,108	
376,740			139,006
	Public Vehicle Control — Public Vehicles		
286,096	Salaries, Wages and Payroll Tax	308,856	
78,818	Superannuation and Gratuities	70,885	
26,512	Postage and Printing	50,437	
63,667	Other Costs	64,824	
455,093		495,002	
	Vehicle Standards		
979,738	Salaries, Wages and Payroll Tax	993,217	
65,991	Superannuation and Gratuities	49,059	
15,932	Postage and Printing	23,188	
74,536	Motor Vehicle Costs	79,589	
150,487	Other Costs	160,083	
1,286,684		1,305,136	
1,741,777			1,800,138
	DEPRECIATION		
	Non-Trading Sections		
21,239	Buildings	21,319	
144,595	Prime Computer Equipment	144,843	
25,960	Provision for Loan Redemption	23,152	
191,794			189,314
	Interest on Treasury Loans & Advances		
156,272	Bruny Island Ferry Service	165,700	
32,801	Coastal Shipping Service	33,096	
443,177	P.T.A. Engineering	—	
531,117	Non-Trading Sections	503,032	
1,163,367			701,828
	Interest on Depreciation Fund Monies used for Purchase of New Assets, Section 17(7) of the Transport Act 1981		
6,024	Bruny Island Ferry Service	6,127	
22,979	Coastal Shipping Service	23,371	
41,488	P.T.A. Engineering	—	
76,312	Non-Trading Sections	90,590	
146,803			120,088
8,366,130	**TOTAL EXPENDITURE**		8,717,002
154,234	**Add Profit on Sale of Assets**		—
6,162,342	**Balance transferred to Net Revenue Appropriation Statement**		6,704,055

* Includes P.T.A. Engineering details. This operation was declared a Prescribed Branch, effective from 1 July, 1987.

TT-Line Financial Statements

Balance Sheet as at 30 June 1988 — Transport Act 1981, Section 18

1986/87		Note		1987/88	
$			$		$
	CAPITAL AND RESERVES				
(581,934)	Accumulated Profit/Loss				2,740,259
	Non-Current Liabilities				
	Commonwealth:				
26,000,000	Section 96 Interest Free Grant	1.4.4	22,750,000		
	State:				
	Private Borrowings				
10,118,837	- State Loan — Capital Items		10,118,837		
1,468,087	- Loan — Working Capital		—		
37,586,924					32,868,837
37,004,990					35,609,096
	Current Liabilities				
1,834,291	Accounts Payable and Accruals		2,961,214		
1,856,560	Reservations Received in Advance		1,921,638		
3,690,851					4,882,852
	Provisions				
—	Employee Benefits		623,393		
747,824	Provision for Dry Docking		392,474		
747,824					1,015,867
41,443,665	**Total Funds Employed**				41,507,815
	These funds are represented by:				
	NON-CURRENT ASSETS				
36,233,193	Property, Plant and Equipment				31,721,885
	CURRENT ASSETS				
(387,949)	Cash at Bank/Advances		(320,143)		
2,277,938	Receivables		1,219,886		
436,429	Prepayments		347,541		
384,054	Inventories on Hand		338,646		
2,710,472					1,585,930
2,500,000	Investments				8,200,000
5,210,472					9,785,930
41,443,665	**Total Assets Employed**				41,507,815

TT-Line Financial Statements

Statement of Trading Account (Summary) as at 30 June 1988

1986/87			1987/88
$		$	$
34,950,673	REVENUE		39,797,783
	LESS: EXPENDITURE		
1,697,266	ADMINISTRATION	1,991,442	
3,473,427	TERMINAL OPERATIONS — PASSENGER/VEHICLES	3,965,353	
3,647,337	TERMINAL OPERATIONS — FREIGHT	4,173,095	
1,432,818	MARKETING	1,492,601	
	ABEL TASMAN OPERATING COSTS		
	a) CATERING AND PASSENGER SERVICES-ON		
1,806,251	BOARD COSTS	1,726,742	
17,445,913	b) OPERATING COSTS	18,854,509	
1,095,926	COMMISSION ON RESERVATIONS	1,192,451	
30,598,938			33,396,193
4,351,735	BALANCE CARRIED TO PROFIT AND LOSS ACCOUNT		6,401,590

Note: Community Service Obligations

These comprise pensioner discounts and reimbursement of 12.5% of eligible fares under the Tasmanian Resident Rebate Scheme. These requirements of Government resulted in financial losses to the Line estimated at $1,543,470.

These factors have been noted in order that a clear understanding of the distinction between the commercial and non-commercial business segments and their impact on TT-Line's financial results may be recognised.

TT-Line Financial Statements

Statement of Sources and Applications of Funds Year Ended 30 June 1988

1986/87			1987/88	
$		$	$	$
	SOURCE OF FUNDS			
34,950,673	Operating Revenue		39,797,783	
30,598,938	Less Operating Expenditure		33,396,193	
4,351,735	Operating Profit (Loss)		6,401,590	
	Less			
1,590,069	Interest on Loans	1,582,342		
—	Depreciation	3,645,626		
1,062,618	Preliminary Cost Amortisation	1,101,429	6,329,397	
1,699,048			72,193	
—	**Plus** Commonwealth Grant Income		3,250,000	
1,699,048	Net Profit (Loss)			3,322,193
	Plus Non-Fund Items			
	Amount Charged to Provisions			
40,000	- Doubtful Debts		30,000	
760,000	- Dry Docking		500,000	
—	- Leave		450,000	
—	- Depreciation		3,645,626	
—	- Superannuation		173,393	
—	- ANL Service Fee		47,033	
1,062,618	- Preliminary Cost Amortisation		1,101,429	
1,862,618			5,947,481	
—	Commonwealth Grant Income		(3,250,000)	
1,862,618				2,697,481
	Reduction in Current Assets			
(1,318,976)	- Debtors		1,034,950	
253,213	- Prepayments		88,888	
103,926	- Inventories		45,407	
(961,837)				1,169,245

	Increase in Current Liabilities		
(426,474)	- Creditors and Accruals	1,079,891	
(13,398)	- Reservations Paid in Advance	65,078	
(439,872)			1,144,969
2,159,957	**Total Sources of Funds**		8,333,888
	APPLICATION OF FUNDS		
	Increase in Non-Current Assets		
2,500,000	- Investments	5,700,000	
50,287	- Computer Equipment	41,551	
94,943	- General Assets	82,240	
96,355	- Melbourne Terminal — Refurbishing	478	
380,835	- Positioning and Preliminary Costs	109,179	
3,122,420			5,933,448
	Decrease in Current Liabilities		
(882,149)	- Bank Overdraft		67,806
	Decrease in Non-Current Liabilities		
(118,837)	- Loans		1,468,087
	Payments from Provisions		
26,347	- Doubtful Debts	6,898	
12,176	- Dry Docking	855,350	
—	- Depreciation — Sale of Assets	2,299	
38,523			864,547
2,159,957	**Total Application of Funds**		8,333,888

The above statement of Source and Application of Funds is to be read in conjunction with the notes on the Financial Statements.

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
Financial Year Ended 30 June, 1988

These notes form part of and should be read in conjunction with the Financial Statements of the Transport Commission, Bass Strait Ferry Service.

NOTE

1. Statement of Accounting Policies

The following significant accounting policies have been adopted in the preparation of the financial statements for the year ended 30th June, 1988. Unless otherwise stated, such accounting policies were also adopted in the preceding years.

1.1 Statutory Requirements
The Statements have been prepared in accordance with Section 19A of the Transport Act 1981, which makes special provision for the Commission to prepare separate accounts for a 'Prescribed Branch'. The Treasurer has determined that the Bass Strait Ferry Service "TT-Line" is a Prescribed Branch.

1.2 General
The accounting policies generally applied and underlying the Financial Statements encompass the accrual basis and going concern basis of accounting. The year end accruals have taken into account the wages and salaries due to be paid to the 30th June, 1988. The accounts have been prepared under the historical cost convention and do not reflect changes in the purchasing power of money.

1.3 Accounting Standards/Regulations
The accompanying Financial Statements have been prepared in accordance with the Accounting Standards issued by the Australian Accounting bodies and the International Accounting Standards Committee.

1.4 Accounting Policies

1.4.1 Stores and Provisions
Stores consisting of bunking fuel, lubricants, marine stores, food and beverages and souvenirs are valued at the lower of cost and net realisable value. Costs are assigned using the average cost method.

1.4.2 Fixed Assets
Fixed assets are stated at cost and disclosed in the Financial Statements at the cost of acquisition less accumulated depreciation.

1.4.3 Depreciation/Amortisation
Depreciation is being provided as from 1987/88 at an accelerated rate over the remaining life of the depreciable assets. This is a change in policy from previous years. Preliminary costs relating to the positioning of the "Abel Tasman" and the commencement of the Bass Strait Ferry Service are being written off over five (5) years.

1.4.4 Commonwealth Government Grant
The Commonwealth Government Grant received by the State to assist the Bass Strait Ferry Service operation for the ten year period ended 30th June, 1995, has been recognised as income in the Financial Statements in accordance with International Accounting Standard 20. This is a change in policy from previous years. The financial effect is disclosed in the Profit and Loss Appropriation Statement.

1.4.5 Provisions
Vessel — Dry Docking
An annual provision has been made for the dry docking of the "Abel Tasman", which occurs each two (2) years.

1.4.6 Revenue Recognition
Revenue is recognised at the time of departure of the vessel. Passenger sales received in advance is transferred to revenue when the tickets are utilised.

TT-Line Financial Statements

Statements of Profit and Loss Account as at 30 June 1988

1986/87		1987/88
$		$
4,351,735	Balance from Trading Account	6,401,590
(1,590,069)	Interest on Loans and Advances	(1,582,342)
2,761,666	Operating Profit	4,819,248
(1,062,618)	Depreciation (Including Amortisation)	(4,747,055)
—	Deferred Income — Commonwealth Grant	3,250,000
1,699,048	Profit Transferred to Appropriation Account	3,322,193

TT-Line Financial Statements

Appropriation Account as at 30 June 1988

(2,280,982)	Accumulated Loss Brought Forward	(581,934)
1,699,048	Profit Transferred	3,322,193
(581,934)	Accumulated Profit (Loss)	2,740,259

PUBLICATIONS ISSUED DURING 1987/88

Abel Tasman: forecast of patronage from forward bookings — EPR Paper 66/87	(Not available)
Abel Tasman on-board survey progress report, January-June 1987 — EPR Paper 65/87	(Not available)
Abel Tasman on-board survey annual review — 1987/Glen D'Este & Sandra Hudson — EPR Paper 69/88	(Not available)
Abel Tasman on-board survey , January-June 1988 — EPR Paper 74/88	(Not available)
Abel Tasman replacement study/report of Working Party, Colin Finch Project Manager — EPR Paper 73/88	(Not available)
Analysis of pricing strategies "Abel Tasman Service" — 1988/89 / by Glen D'Este — EPR Paper 71/88	(Not available)
Bass Highway west of Deloraine: accident analysis and countermeasure recommendations by Dr L.M.W. Leggett, contributing author	(On request)
Burnie Central Area Traffic & Parking Study/By Traffic Engineering Division and Burnie City Council	(On request)
Bus charter services available in Tasmania	(On request)
Characteristics of visitors to Tasmania/Glen D'Este — EPR Paper 70/88	(Not available)
Derwent Entertainment Centre — Traffic Report	(On request)
Derwent Region Roads Study — Priority Ranking of Road Projects/by Working Party incl. Traffic Engineering Division	(On request)
The effect on accident occurrence of long-term, low-intensity police enforcement/by Dr L.M.W. Leggett	(Proc. 14th ARRB Conf. Vol 4(4) pp. 92-104)
Government of Tasmania: submission to the Inter-State Commission's Waterfront Strategy Inquiry/EPR Division	(On request)
A guide to the regulation of Cabs and Hire Cars — pamphlet	(On request)
A guide to the regulation of Coaches and Omnibuses — pamphlet	(On request)
Information bulletin: joint Police/Council enforcement of kerbside restrictions/by Traffic Engineering Division	(On request)
Information bulletin: road humps/by Traffic Engineering Division	(On request)
Increased rural casualty accidents: a proposed countermeasure/by Dr L.M.W.Leggett	(On request)
Lindisfarne — Flagstaff Gully Traffic Management/by Traffic Engineering Division	(On request)
Port pricing and shore-based shipping costs/a report prepared for Transport Tasmania by the Centre for Transport Policy Analysis, The University of Wollongong	(On request)
Private bus services in Tasmania — Fares and charges	($10)
Private bus services in Tasmania — Routes and timetables	($10) ($15 both volumes)
Rail protection fees for the road transport of rail preferred goods	(On request)
Rural highway intersections at which elderly drivers are over-represented in traffic accidents/by Dr. L.M.W. Leggett	(On request)
The Straitsman Service: prospects for 1987/88 and beyond/by Glen D'Este (EPR Paper 68/87)	(Not available)
Tamar Region Roads Study (Working Party report, incl. Traffic Engineering Division)	(On request)
Tasmanian highways 1981-1987: safety performance review/by Dr L.M.W. Leggett	(On request)
The Tasmanian log haulage industry: problems and prospects/Glen D'Este (EPR Paper 72/88)	(On request)
Tasmanian Transport Statistics/By Information Services Section, EPR Division	(On request)
Traffic accident analysis Tamar Region/by Dr L.M.W. Leggett	(On request)
Traffic accident trends in Tasmania 1987/by Dr L.M.W. Leggett	(On request)
Traffic Management — Bellerive/by Traffic Engineering Division	(On request)
Traffic Management — Howrah/by Traffic Engineering Division	(On request)
"TRANSTAS": Directory of Tasmanian Transport Organisations/by Information Services Section, EPR Division	(On request)
TT-Line passenger ferry: evaluation of replacement options/by Colin Finch and Glen D'Este — EPR Paper 67/87	(Not available)

Requests for copies of those items marked 'On request' and enquiries about other items can be forwarded to the Manager, Information Services on (002) 389292.

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